

# THE COMMERCIAL & FINANCIAL CHRONICLE

HUNT'S MERCHANTS' MAGAZINE,  
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

[Entered according to act of Congress, in the year 1884, by Wm. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 39.

SATURDAY, NOVEMBER 29, 1884.

NO. 1,014.

## CONTENTS.

### THE CHRONICLE.

Clearing-House Returns.....	591	Monetary and Commercial
The Financial Situation.....	592	English News.....
Our Available Gold Supply.....	594	Commercial and Miscellaneous
The Erie's Report.....	595	News.....

### THE BANKERS' GAZETTE.

Money Market, Foreign Exchange, U.S. Securities, State and Railroad Bonds and Sto ks.....	602	Quotations of Stocks and Bonds Railroad Earnings and Bank Returns.....	603
Range in Prices at the N. Y. Stock Exchange.....	600	Investments, and State, City and Corporation Finances.....	604
Stock Exchange.....	601		

### THE COMMERCIAL TIMES.

Commercial Epitome.....	607	Breadstuffs.....	613
Cotton.....	608	Dry Goods.....	614

## The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is published in New York every Saturday morning.

[Entered at the Post Office, New York, N. Y., as second-class mail matter.]

### TERMS OF SUBSCRIPTION—PAYABLE IN ADVANCE:

For One Year (including postage).....	\$10 20
For Six Months do.....	6 10
Annual subscription in London (including postage).....	£2 7s.
Six mos. do do do.....	£1 8s.

These prices include the Investors' Supplement, issued once in two months, and furnished without extra charge to subscribers of the CHRONICLE.

Subscriptions will be continued until definitely ordered to be stopped. The publishers cannot be responsible for remittances unless made by Drafts on Post-Office Money Orders.

A neat file cover is furnished at 50 cents; postage on the same is 18 cents. Volumes bound for subscribers at \$1 00.

### Offices in England.

The office of the COMMERCIAL AND FINANCIAL CHRONICLE in London is with Messrs. EDWARDS & SMITH, 1 Drapers' Gardens, E. C., where subscriptions and advertisements will be taken at the regular rates, and single copies of the paper supplied at 1s. each.

The office of the CHRONICLE in Liverpool is at B 15, Exchange Buildings.

WILLIAM B. DANA, & Co., Publishers,  
79 & 81 William Street, NEW YORK.  
POST OFFICE BOX 958.

### CLEARING HOUSE RETURNS.

There is recorded a general and quite satisfactory improvement in the volume of exchanges for the week ending with Saturday last. There are only eight cities which make a less favorable exhibit than on November 15 last, viz.: New Haven, Portland, Worcester, Lowell, Milwaukee, Detroit, St. Louis, and Kansas City. On the other hand many, in fact most all of the important centres record clearings which approximate more closely those of a year ago than in any statement we have previously presented. This is certainly very gratifying.

A fact which should be remembered in interpreting these results, and which renders this exhibit the more satisfactory, is the material falling off in the value of commodities during the year. Thus for instance wheat (No. 2 spring) was selling in New York a year ago at \$1 00; now it is quoted 76@77c., a decline of about 30 per cent. And just at this season of the year there is no item so important as wheat in the makeup of our Northern and Western exchanges. But besides wheat, every article of breadstuffs, and in fact every product sold, whether of the soil or of the mill, shows a loss in price. Remembering this, great encouragement may be drawn from these figures. They indicate the turn in the tide which, with favoring conditions hereafter, affords a fairer promise for coming months than has been recently anticipated.

At New York the decline from last year reaches 18 6 per cent against 32 6 per cent November 15. The sales of stock aggregate a value of \$93,915,000, against \$128,960,000 in 1883, and if we deduct double these amounts, there will remain for the exchanges arising otherwise \$366,881,509 and \$424,531,400, or a loss of 13 6 per cent. Outside of New York the exchanges reach \$357,975,255, against \$282,204,909 a year ago, or a decline of 8 6 per cent; last week the loss was 17 9 per cent, and on November 8 reached 10 8 per cent. Presented in our usual form the returns from the different cities are as follows.

	Week Ending November 22.			Week Ending Nov. 15.	
	1884.	1883.	Per Cent.	1884.	Per Cent.
New York.....	\$555,711,500	\$682,451,400	-18 6	\$527,541,753	-32 6
<i>Sales of—</i>					
(Stocks....shares)	(1,345,912)	(1,587,851)	(-15 2)	(1,569,594)	(-28 3)
(Cotton....bales)	(672,100)	(377,000)	(+73 3)	(619,300)	(+36 0)
(Grain....bushels)	(34,273,000)	(58,172,000)	(-41 1)	(44,788,000)	(+4 6)
(Petroleum....bbls.)	(43,141,000)	(95,952,000)	(-55 0)	(50,000,000)	(-45 4)
Boston.....	\$67,050,531	\$60,706,284	-3 8	\$62,930,056	-16 6
Providence.....	4,533,600	4,738,200	-4 3	4,278,700	-14 1
Hartford.....	1,488,475	1,674,352	-11 1	1,348,136	-28 2
New Haven.....	1,098,932	1,254,924	-12 4	1,197,730	-5 7
Portland.....	913,039	934,051	-2 2	983,389	-1 6
Worcester.....	721,854	816,746	-11 6	889,570	-1 3
Springfield.....	784,519	837,556	-6 3	675,720	-24 4
Lowell.....	484,688	586,776	-17 4	575,980	+5 0
Total N. England.....	\$77,106,538	\$80,518,869	-4 3	\$72,830,490	-16 2
Philadelphia.....	\$46,180,736	\$53,867,778	-14 3	\$37,740,784	-32 0
Pittsburg.....	8,963,370	6,695,388	-13 7	7,182,232	-33 6
Baltimore.....	13,253,413	13,427,036	-1 3	12,135,989	-16 5
Total Middle.....	\$67,797,519	\$75,990,252	-11 9	\$57,059,005	-20 4
Chicago.....	\$43,258,218	\$47,910,063	-9 7	\$44,631,948	-10 7
Cincinnati.....	9,219,200	10,629,250	-13 3	9,050,600	-20 4
Milwaukee.....	3,040,051	4,346,219	-16 3	3,894,131	+2 5
Detroit.....	2,706,878	2,900,279	-9 5	2,880,508	-3 7
Indianapolis.....	1,481,52	1,492,261	-0 8	1,572,112	-13 3
Cleveland.....	2,231,307	2,228,878	+0 2	2,358,427	-5 8
Columbus.....	1,248,098	1,336,273	-6 7	1,324,879	-14 3
Peoria.....	957,707	1,000,390	-4 2	838,355	-12 8
Total Western.....	\$64,752,531	\$71,912,553	-10 0	\$65,50,880	-11 3
St. Lou's.....	\$14,360,536	\$16,054,904	-11 1	\$15,502,852	-6 2
S. J. Josph.....	625,521	747,3 4	-16 3	520,012	-21 4
New Orleans.....	13,511,518	13,370,588	-0 1	11,309,353	-13 1
Louisville.....	3,78,510	4,250,300	-11 3	3,700,208	-27 0
Kansas City.....	3,763,560	3,095,550	+22 8	4,259,193	+35 3
Memphis.....	2,068,096	1,831,332	+12 9	1,761,173	+3 9
Total Southern.....	\$37,800,654	\$39,359,992	-3 7	\$36,512,279	-7 4
San Francisco.....	\$10,428,013	\$13,363,243	-21 9	\$11,910,372	-25 5
Total all.....	\$813,898,764	\$964,650,309	-15 7	\$772,005,703	-28 6

By telegraph we have received returns from a few of the leading cities for the five days ended with Friday evening. The figures really cover but four days, there having been no transactions on Thursday (Thanksgiving holiday), and the New York stock sales in 1883 embrace only three days, Evacuation Day having been observed on the Exchange. The exhibit is quite satisfactory when compared with last year and also with a week ago.

	Five Days Ending Nov. 28.			Five Days Ending Nov. 21	
	1884.	1883.	Per Cent.	1884.	Per Cent.
New York.....	\$363,320,918	\$395,797,056	-8 2	\$470,085,309	-10 1
<i>Sales of Stock (sh.)</i>	(1,063,189)	(455,545)	(+131 2)	(1,146,539)	(-7 9)
Boston.....	.....	Not received.....	.....	\$5,150,019	-4 1
Philadelphia.....	\$28,414,972	\$32,683,436	-13 1	\$2,402,4,700	-14 5
Baltimore.....	8,821,271	8,905,022	-1 0	11,419,338	+2 1
St. Louis.....	9,381,338	11,904,562	-21 8	12,089,687	-10 3
Total.....	\$400,938,499	\$449,381,126	-1 8	\$588,931,269	-17 0

## THE FINANCIAL SITUATION.

The improvement in business which has been in progress the last three weeks, and which is still apparent, begins to leave marks of its existence in various ways and directions. On a previous page we give our record of exchanges, and they fully confirm current reports; especially is this evident when we remember the lesser values prevailing now. Then again, more of our markets are coming within its influence, and the statement is quite uniform that for the closing days of the year the results more than meet anticipations. There are likewise indications of a similar character in the railroad earnings, some of the latest comparative statements of traffic, making the best exhibit for many a week. In Wall Street also, the recovery has been decided in both transactions and prices.

With regard to the latter, it is difficult to say how far the change is real or permanent. It conforms to the signs of the times; and, undoubtedly, of the good properties, the floating supply of stock on the street has materially lessened. There are also some indications that all the railroad wars are to be brought to a speedy end. But until that is accomplished, more or less uncertainty with regard to the future must prevail. So far as this week is concerned, the cutting in the East, in the West and in the South has been pursued with unparalleled bitterness. Here, our trunk-line difficulties have perhaps been most evident, because nearest to this centre; but Western connections have shown no less recklessness, while the contest between the Erlanger system and the Louisville & Nashville connections has been prosecuted in an equally determined manner. Altogether, an observer might have said the early part of this week that our carrying arrangements were as near chaos, and the roads approaching general insolvency as rapidly, as it was comfortable for either them or the public to realize.

And yet as stated, the week as it closes is not wanting in evidences, that order may speedily come out of this confusion, that feeling being further encouraged by the settlement yesterday of the controversy in the West, between Chicago and Missouri River points. Still a like belief has many times prevailed before, only to be followed by disappointment, for the wish, and the knowledge that sooner or later such is the inevitable end, encourage that hope. Now, however, there is a feeling also prevailing, that the managers who are engineering these contests may have a new incentive to quicken their efforts and sharpen their desires for settling their disputes. This is found in the improvement in the general situation, the better traffic reports that are coming in, the freer arrivals of produce at the Western centres, the movement of a very large corn crop just beginning, the early close of our water-ways throwing all carrying business upon the railroads, and the opening of the New Orleans Exposition the middle of December; for these are all straws which indicate or foreshadow the direction which the current is about to take, since dearth of traffic, not abundance, times of distress, not of recovery, foster fights.

But besides these general influences there are not wanting other signs of an approaching end to the trunk line dispute. Evidences of weariness have become quite obvious in one at least of the contestants, and efforts at a compromise are generally believed to be in progress. Even exhaustion is hinted at, and if the bondholders are in control and mean to protect themselves, there can be little doubt of the urgency for a settlement. Whatever may be claimed as to the running of a new road, ferry and all, with limited connections, and still paying expenses at present rates, local and through, anyone with knowledge of railroad business must admit that it is impossible. Then, again,

there seems to be pretty good reason for stating that east-bound rates are being maintained, while the issue of round trip passenger tickets has probably been stopped this week. The disposition thus so plainly shown to limit and contract the contest, certainly indicates an animus in the direction of compromise and settlement, and this accords with the inducements for peace enumerated above.

Another important and encouraging fact, is the state of our foreign trade. Yesterday the Bureau of Statistics issued its figures for October, and they show a much better balance than was anticipated. Imports were only 51 $\frac{1}{2}$  millions, being less than for any October since 1879, while the exports were almost as large as last year, only half a million less than the year before, and three millions larger than in 1881. The following comparative statement, which we have prepared, gives the result in an interesting and instructive shape.

## EXPORTS AND IMPORTS OF MERCHANDISE.

Merchandise.	1879.	1880.	1881.	1882.	1883.	1884.
Exports—	\$	\$	\$	\$	\$	\$
January ...	59,400,194	60,997,173	74,078,902	64,921,051	80,380,253	73,986,607
February ...	64,828,737	59,956,678	67,733,807	56,606,533	66,855,239	61,246,626
March .....	66,154,745	77,350,547	85,068,704	62,613,772	77,051,820	56,210,454
April .....	54,941,862	70,530,598	70,885,615	57,053,736	60,903,300	40,893,304
May .....	52,355,290	65,686,477	64,140,170	49,178,668	58,066,194	48,841,087
June .....	45,035,081	72,132,304	63,450,271	51,077,976	51,350,811	53,330,523
July .....	50,931,850	71,013,5 9	63,033,615	54,017,7511	52,881,084	54,580,503
August .....	58,630,908	67,192,656	67,514,718	62,714,293	61,426,749	54,188,706
September .....	65,444,025	71,225,597	62,491,379	62,815,827	54,428,052	52,833,091
October ...	87,733,939	85,087,254	88,018,644	71,547,973	72,608,813	71,072,743
Total ...	604,975,757	707,785,088	683,415,994	594,046,400	639,555,920	578,187,902
Imports—						
January ...	33,515,640	55,204,488	45,284,858	50,050,224	50,971,193	54,310,617
February ...	35,373,419	55,147,471	47,759,493	58,826,929	55,300,518	54,710,807
March .....	41,856,611	70,880,501	60,700,174	63,603,801	67,780,903	61,263,130
April .....	42,139,101	74,369,455	59,179,614	66,301,167	57,096,905	54,163,033
May .....	35,370,046	61,576,650	55,503,732	68,359,029	65,274,557	50,155,944
June .....	38,890,451	60,514,563	58,620,809	62,089,349	61,791,422	52,153,319
July .....	41,287,507	57,301,982	52,422,679	65,804,878	58,980,930	55,113,339
August .....	43,082,769	56,265,093	61,731,293	65,718,433	58,633,731	50,620,960
September .....	44,224,878	53,228,51	55,73,802	63,404,587	51,120,414	51,205,742
October ...	47,789,142	54,032,683	58,988,620	61,438,782	57,523,976	51,713,493
Total ...	403,532,594	602,332,597	559,214,064	638,150,470	576,384,234	541,506,054

The foregoing indicates a balance in our favor of 19 $\frac{1}{2}$  millions this year, against 15 millions in 1883 and 10 millions in 1882. In fact we must go back to 1880 to find a larger October excess. This is very satisfactory under the conditions of our currency—in fact it is quite essential in that view; and yet such small imports are only an evidence of our commercial distress, the distress being itself made a necessity—a means to an end—just because we will persist in issuing silver and silver certificates and must therefore have gold with which to fortify our position.

This statement looks as if we might draw further considerable sums from Europe and force the Bank of England rate up higher. The Bank certainly has no gold to lose, while its present 5 per cent minimum is doing very little towards replenishing its stock. But the Bank of France has a large reserve which is being freely used to supply current wants, the late demand for Egypt and the Greek loan having been in good part supplied from that country. Our trade in November ought, however, to show even better than October, for the movement of produce has been fair, while the exports of cotton have been unusual in amount; and in this we see the chief explanation of the easier rates for foreign exchange as the week closes. It was only the inquiry for the long bills for investment that gave the recent firmness to the market, the importers' demand being very small, so that a further fall of rates and the resumption of specie imports seems quite likely. We notice that the last mail advices from Europe represent the Austrian Finance Minister as very confident of success in his efforts to establish a gold basis for Austro-Hungary, and that he is intending to begin operations at once. Still it is not at all probable that any such

measure could be successful before the spring or summer months, for if made now the attempt might prove very disturbing, or at least put European finances in quite a strained condition.

The feature in the stock market this week has been a quite general advance. The rise in Chicago & Northwestern followed almost immediately the announcement that the directors had declared the usual half-yearly dividend, and that after its payment a satisfactory surplus would remain. St. Paul, as was the case last week, sympathized with the movement in Northwest. Erie stocks and second consolidated bonds advanced on the announcement of the sweeping change made in the board of directors and on the promise by the new president that the road would be managed with the strictest economy and that all useless offices would be abolished. New York Central advanced mainly on free buying, in part for investment, but latterly probably to cover short sales. The movement was aided by rumors of the speedy settlement of the rate war. Lake Shore was influenced by the same conditions, the stock being largely oversold on rumors that Mr. Vanderbilt had lost control. Strangely enough, the fact seemed to dawn on the street about the time of the general advance that the board of directors is classified so that the majority of the present board would hold though it might represent a minority of the stock.

*Lake Shore & Michigan Southern*, however, filed its report this week for the quarter ended September 30 with the Commissioners at Albany, and the same was made public yesterday morning. This report is interesting not only as it shows the extent of the road's income in that quarter, but also because it indicates the amount of its floating and funded indebtedness. With reference to the income, the following are the gross and net earnings and the payments therefrom, in comparison with the previous quarter—that ended June 30—and also in comparison with 1883.

	3 Months ended September 30,		3 months ended June 30,	
	1884.	1883.	1884.	1883.
Gross earnings.....	\$4,741,260	\$4,540,239	\$3,538,378	
Operating expenses.....	2,221,916	2,476,527	2,030,211	
Net earnings from operations.....	\$1,519,353	\$2,063,712	\$1,508,167	
*Taxes.....	\$135,000	\$132,550	\$135,000	
*Int. on funded debt & on guar. stock	85,743	874,702	791,993	
*Renta s.....	111,266		110,272	
	\$1,099,000	\$1,067,261	\$1,037,265	
Remaining for stock.....	\$420,344	\$1,056,451	\$470,002	

\* Proportion for quarter.

These were both particularly bad quarters for railroad traffic, but the last was perhaps worse than the preceding, so much so that it has been repeatedly declared that the road had not earned fixed charges in that period. We see now that so far from this being the case, there was a surplus remaining for the stock but little smaller than in the quarter ended June 30. In that quarter the surplus was \$470,002, and now it is \$420,344. Of course, this is unsatisfactory as compared with the same figures in other years, as is evidenced by the fact shown in the table that in the three months ended September 30, 1883, the road had a surplus of \$1,056,451, or \$165,000 more than in the two quarters this year combined. Still, considering the general situation, and the many adverse features the road has had to contend with, it is satisfactory to know that it has earned 1 8-10 per cent for its stockholders in the half-year, or at the rate of 3 1/2 per cent for the year.

In comparing the present with the previous quarter, an interesting feature is the increase in the item of interest on funded debt, which reaches \$61,000, being at the rate of nearly one-fourth of a million increase in a year. This at once suggests an increase in debt, and we find on examination that the funded debt now is stated at \$16,442,000,

against only \$42,942,000 on June 30, an augmentation of just 3 1/2 million dollars in the three months. How or why this addition was effected it is not so easy to state, but it seems that on the other side of the account there is an increase of two million dollars in the item of "stocks and bonds of other companies." What this two millions represents we cannot of course say, but last May the directors were authorized to advance, jointly with the Pittsburg & Lake Erie, that sum for the completion of the Pittsburg McKeepsport & Youghiogheny, and take bonds or stock of the latter road in return, disposing of the same on such terms and conditions as the board saw fit. So it is possible that the increase may be in part at least on that account, the Lake Shore issuing its own bonds to obtain the necessary money to advance to the Youghiogheny road, and holding the latter's securities in its treasury for the time being. Then some part of the increase in the debt may be supposed to represent the conversion into a fixed form of a corresponding amount of floating debt, for we notice that the current liabilities now aggregate \$4,405,096, including in this \$877,117 of interest accrued but not yet due, against liabilities of \$5,056,481 on June 30 without any accrued interest. The position of the company as respects floating debt would therefore appear to be a comparatively easy one, for against the \$4,405,096 of current liabilities, it has \$1,505,900 of current accounts due it and \$87,508 of cash, reducing the debt to about 2 1/2 millions net.

*Pennsylvania's* statement for October is more unfavorable than any monthly exhibit issued since last January. It goes without saying that there was hardly anything favoring traffic and rates in this month, but it was hoped that a diminution in expenses would be effected which would go far to wipe out the loss in gross earnings. We find, however, that the lines east of Pittsburg, on a decrease of \$427,801 in gross receipts, had a decrease of only \$134,353 in expenses, so that the net have suffered a contraction of about \$300,000—in exact figures, \$293,448. It is only fair to say, though, that this is on figures of last year that were unusually large. On the lines west of Pittsburg the falling off is not quite so striking as heretofore, the decrease from 1883 being \$137,366, but this is because these lines suffered a heavy loss in the previous year, the surplus then having dropped to \$268,853 from \$513,209 in 1882. Taking Eastern and Western lines together, there is a decrease of \$430,814 as compared with 1883, and a decrease of \$496,732 as compared with 1882—very large for a single month in either case. How the present figures compare with previous years back to 1879, is shown in the following—for October and for the ten months to the end of October.

Lines East of Pittsburg.	1884.	1883.	1882.	1881.	1880.	1879.
October.	\$	\$	\$	\$	\$	\$
Gross earnings.....	4,447,547	4,875,345	4,600,054	3,672,971	3,882,714	3,518,144
Operat'g expenses.....	2,521,846	2,666,199	2,619,343	2,917,940	2,194,321	1,882,215
Net earnings.....	1,925,701	2,219,149	2,040,711	1,355,031	1,688,593	1,685,939
Western lines.....	+131,487	+268,853	+513,209	+309,894	+418,170	+503,184
Result.....	2,057,188	2,488,002	2,553,920	1,664,925	2,106,508	2,270,113
Jan 1 to Oct. 31.						
Gross earnings.....	40,846,646	42,769,955	40,548,892	36,552,212	34,137,327	28,034,954
Operat'g expenses.....	25,378,685	26,473,559	24,903,620	21,801,375	20,022,630	16,655,319
Net earnings.....	15,467,961	16,295,616	15,045,212	14,750,887	14,114,697	11,379,035
Western lines...	-519,036	+1163,211	+1580,081	+2378,077	+2514,735	+702,018
Result.....	14,949,925	17,458,907	17,226,193	17,329,514	16,629,432	12,081,033

Thus while the net result for the month is smaller than in either 1883 or 1882, it is very materially larger than in 1881, when short crops and the rate war reduced net earnings to a minimum. This is on the combined system; on the Western lines the result is the poorest of all the years given. The same may be said of the figures for the ten months, there being a deficit this year on

these lines of over half a million dollars, against a surplus of over a million in 1883, a million and a half in 1882, and over 2½ millions in both 1881 and 1880. On the Eastern system, on the other hand, the showing has been better in each succeeding year, till the present, and this made the result on the combined system in 1883 the largest on record—from which we now have the heavy falling off of over 2½ million dollars, \$800,000 on the Eastern lines and \$1,700,000 on the Western lines.

Bankers' balances remain unchanged at about 1@1½ per cent, though yesterday there was a temporary rise to 2½ per cent, caused by the preparations for December interest and dividends. The domestic exchanges on New York at interior points, with the exception of the South, reflect a tendency of money in the direction of this centre. The efforts of the leading banks of this city to establish a maximum rate no greater than 2 per cent to be paid on balances of interior institutions, have been generally successful, and as soon as money becomes more active at the West we may look for a withdrawal of these deposits. The following statement, made up from returns collected by us, exhibits the week's receipts and shipments of gold and currency by the New York banks.

Week Ending Nov. 28, 1884.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$984,000	\$400,000	Gain. \$54,000
Gold.....	.....	*610,000	Loss. 610,000
Total gold and legal tenders.....	\$984,000	\$1,040,000	Loss. \$56,000

\*\$600,000 of this was transferred in the shape of silver certificates by a deposit of gold in the Sub-Treasury.

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement, the banks have lost \$500,000 through the operations of the Sub-Treasury and have gained \$1,000,000 by imports of gold. Adding these items to the above, we have the following, which should indicate the total gain to the New York Clearing House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending Nov. 28, 1884.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$984,000	\$1,040,000	Loss. \$56,000
Sub-Treas. operations & gold impt.	1,000,000	500,000	Gain. 500,000
Total gold and legal tenders.....	\$1,984,000	\$1,540,000	Gain. \$44,000

The Bank of England gained £166,000 bullion during the week. This represents £184,000 drawn from the interior and £18,000 exported. The Bank of France lost 500,000 francs gold and gained 1,200,000 francs silver, and the Bank of Germany since the last report has gained 7,240,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	November 27, 1884.		November 29, 1883.	
	Gold.	Silver.	Gold.	Silver.
	\$	\$	\$	\$
Bank of England.....	19,919,209	.....	22,100,609	.....
Bank of France.....	41,312,239	41,258,522	38,426,805	40,334,877
Bank of Germany.....	6,976,250	20,928,750	7,305,750	21,917,250
Total this week.....	68,207,698	62,197,272	67,833,164	62,252,127
Total previous week.....	17,971,957	61,868,670	67,479,352	61,603,906

The Assay Office paid \$186,199 through the Sub Treasury for domestic and \$651,518 for foreign bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certificates.	Silver Cer- tificates.
Nov. 21	\$378,217 07	\$1,000	\$152,000	\$32,000	\$190,00
" 22.	398,652 08	9,000	127,000	69,000	193,00
" 24.	511,567 62	8,000	225,000	106,000	173,00
" 25.	290,549 26	3,000	126,000	51,000	116,000
" 26.	239,109 06	5,000	77,000	34,000	123,00
" 27.	.....	.....	Holiday.....	.....	.....
Total	\$1,818,386 09	\$29,000	\$707,00	\$292,000	\$789,000

## OUR AVAILABLE GOLD SUPPLY.

### I.

The question is asked—suggested by our remarks of last week—what need is there for any action by Congress with regard to silver coinage, when gold is coming in here quite rapidly and when the old stock according to the Mint Bureau is so very large already and increasing year by year? That is perhaps a fair question from a silverman's standpoint; and yet even if we should admit the statements it contains, we cannot see that the necessity for action would be any less pressing. The idea is that capital, knowing the natural effect of a forced inferior currency, fears the operation of the silver coinage law, and that that timidity is preventing enterprise. The fear is positive, unmistakable,—ask the first banker you meet, if you doubt it; the conclusion is our own, but equally undeniable, being based upon the known sensitiveness of capital. We see nothing in the question then that makes Congressional action any less necessary as a preliminary to business revival, even if we should concur in its assumptions of fact.

Yet for the sake of gaining a clear idea of the actual condition, suppose we admit for the moment that there is a large stock of gold in the country, but like Captain Kidd's treasure it is hidden away somewhere out of sight, out of reach,—of what use would that stock be as a reliance in case of need? Or, taking the situation more as we find it, say that a part of it is visible, but that no commercial distress, no lack of business activity, no want of any kind, however pressing, is able to bring any fraction of the other part into sight—of how much importance in this discussion would the portion of the stock be which is so effectively buried? We may tickle our vanity and deceive ourselves by the frequent repetition of the larger figure, but the significant fact is that the country's endurance when the trial comes, will be tested only by the available, not by the unavailable stock be it large or small. Two weeks ago we made up the visible supply of gold. This can only be done with accuracy when the National Bank returns are called for at the close of a month, as only then the date corresponds with the date of the Treasury statement. This was the case with the last returns, and through the kindness of the Comptroller we were able to publish them November 15 (page 551) and on the same day we gave a comparative statement of the total gold in sight, which was as follows.

Visible Supply of Gold.	Nov. 1, 1880.	Nov. 1, 1881.	Nov. 1, 1882.	Nov. 1, 1883.	Sept. 30, 1881.
In the Treasury, less certificates.....	\$133,679,349	\$167,781,900	\$148,435,473	\$137,353,760	\$130,514,384
In national banks, in- cluding certificates.....	102,851,032	107,222,169	94,127,324	97,570,057	117,185,000
In State banks, includ- ing certificates.....	17,102,130	19,901,491	17,592,500	18,255,300	20,250,000
Total gold.....	253,632,511	204,905,569	200,455,297	273,179,117	267,949,384

The point of chief interest to be noted in the above, as we remarked at the time we prepared it, is that the total, so small in itself, is a diminishing quantity, notwithstanding the Mint Bureau says that the stock of gold has increased. Furthermore, this shrinkage has been in progress at a time when business transactions, and therefore the uses for gold as active circulation, have been constantly decreasing, and when the people have been growing poorer, and could not help contracting the hoards they are reputed to have. Must we not under such circumstances then, take the quantity in sight as quite near the extreme limit of our available supply for all commercial purposes?

And now what are the offices this 268 millions of gold are required to fill. Let us recall them. (1) It must

serve as a basis for local domestic transactions and ensure the convertibility of bank deposits in each neighborhood; thus of the 137½ millions held by the banks September 30, only about 74 millions were in New York, the balance being distributed as usual throughout the whole country, being needed for neighborhood purposes. (2) It is the basis for local Government transactions, a considerable portion of the Government stock being quite permanently held at depositories outside of New York city. (3) It serves as a perpetual assurance of the convertibility of 335 millions of bank-note circulation. (4) It is the guarantee fund for the redemption of the 347 million legal tender notes. (5) Finally it is the fund to supply all the demands and purposes of our external commerce. Do not the above, suggesting such a little base for so big a superstructure, seem to furnish abundant explanation for the caution which capital now exhibits and for the lack of enterprise which everywhere prevails? A nation with such large and varied uses for gold and so meagre a supply, that chooses by violating one of the plainest laws of currency to endanger that supply, does not deserve prosperity.

But as there are some who cling with unfailing trust to the large stock of gold with which the Mint Bureau credits the United States, thinking it holds out a promise of relief in the hour of danger, and thus justify their advocacy of the silver dollar coinage, let us for a moment look at this question of invisible stock a little more critically. Mr. Burchard's estimate of the total coin and bullion in the country on October 1 this year and last year is as follows (see page 18 report of 1884, and page 21 report of 1883).

October 1, 1884.....	\$610,500,000
October 1, 1883.....	606,196,515

Or a gain during the year of ..... \*\$4,303,485

By referring to the table above, as to the gold in sight, it will be seen that these estimates would leave in the hands of the people now \$342,551,000, against \$333,017,000 a year ago, or an increase in the twelve months of 9½ millions. Such a result, if it could be relied upon, would of course place the country in a very comfortable situation respecting its gold reserve. Say there are about ten million families in the United States, this stock (610½ millions) affords sufficient for the visible supply, and leaves on an average for each family thirty-four dollars, either actively used by its members as currency or stored away in the house. The mere statement of the case brings to the lips of every man in active business life a positive rejection of the claim; for the facts (1) that literally no gold is met with in one's daily business transactions and (2) that no accumulation takes place in banks and Treasury at a time when incomes are greatly shortened and when exchanges are very much reduced because of industrial inactivity, are abundantly sufficient evidence to stamp these estimates as utterly untrustworthy. In Great Britain where, according to the general belief, about the same amount is held, it is the common currency of the realm. So in France too, one receives it everywhere in his daily purchases. Here the receipt of gold as change is as surprising a rarity as a white blackbird.

We had intended to pursue this branch of our inquiry further, giving data which would determine approximately the stock of gold now in the country. Lack of space compels us to stop thus abruptly and defer these matters until another week.

In our article on "The Financial Situation" two weeks since, in referring to the year's change in the stock of gold, we inadvertently used Mr. Burchard's result for gold coin instead of his figures covering coin and bullion.

#### THE ERIE'S REPORT.

The publication of the report of the New York Lake-Erie & Western Railroad Company for the fiscal year ended September 30, is significant as marking the close of Mr. Jewett's connection with the property. As originally Mr. Jewett's succession to the management was received with decided favor, and his continuance in power deemed most auspicious for the company, so now his departure is regarded with positive satisfaction as indicating the dawn of a better era for the concern.

Not unnaturally Mr. Jewett takes occasion in this his last communication to the shareholders to review the work accomplished by him in the ten years during which he has been at the head of the undertaking, and directs attention to the many improvements in the condition of the property and plant that have been effected in this period. Most unquestionably the Erie is a better and stronger property than it was when the late President acceded to power. Moreover, from being comparatively local in its nature, it has risen into a trunk line of important dimensions, extending all the way to Chicago in the one direction and Cincinnati in the other, and its business developed correspondingly. It does not detract from the merit of the work done that it involved heavy outlays of money and increase of indebtedness and charges. Mr. Jewett's plans were large and comprehensive, and he is entitled to credit for having carried them out.

At the same time it may fairly be doubted whether he exercised that strict supervision of details in management that is the essential to success. Among his immediate subordinates, certainly, red tape and circumlocution in office were more conspicuous than efficiency and attention to work, and this would naturally encourage waste and extravagance in some departments. This, Mr. Jewett could have corrected; this he failed to correct. Surrounded by a body of high-salaried officials, reform in that direction was not attempted or thought of. That was a weak point that might remain covered up so long as business and everything else was flourishing, but was sure to develop the moment a change of conditions made economy and practical capacity the true test. Mr. Jewett's ability to build up a system has been demonstrated; his ability to work such system with best results cannot be admitted, and this no doubt marks the change between the present estimate of his services and the former estimate.

But whether or not Mr. Jewett is deficient in these particulars is no longer a matter of any consequence. The change in management has taken place. Men and persons count for nothing when control has passed out of their hands. The new executive has been selected because of the very qualities that Mr. Jewett is understood to lack. Though Mr. Jewett is supposed to have relinquished control voluntarily, one reading his report cannot fail to notice that he is not entirely content with the course affairs have taken. At the very outset, after depicting the prospects in store for the road, he remarks: "Whether or not this result will be realized, is simply a 'question of management,' conveying the idea that there is doubt on this point. In another part of his report, he takes pains to say: "But like other systems, its character and efficiency can be destroyed by an unwise and inexperienced management much more rapidly than it was 'built up.'" We notice these manifestations of ill will only to remark that the reflections upon the new management seem both unwarranted and unfounded. Mr. King, we believe, cannot be charged with either unwisdom or inexperience, and there is no reason to anticipate any dan-

ger from his management. If he should exercise a stricter scrutiny of the items of expenses, that is precisely what he is expected to do, and no one will claim that that is likely to prove detrimental to the company's interests.

Of course it is possible for Mr. King to reverse Mr. Jewett's policy in other respects. For instance, he might allow the system built up at such great cost to go to pieces by failing, (intentionally of course) to do certain things necessary to keep it intact. But we do not think that he contemplates such a course. We should regard any such attempt as very unwise. Even where leases or connecting lines are proving burdensome, it would seem to be better to meet present losses, rather than risk a disruption of the system or the loss of valuable feeders. The Erie combination, as it now exists, is well planned, and every part appears necessary to the preservation of the rest. It consists, as all know, of four divisions, the Erie proper, the Pennsylvania & Ohio, the Cincinnati Hamilton & Dayton, and the Chicago & Atlantic. Of the auxiliary lines the Pennsylvania & Ohio entailed in the past year (per report) a loss of \$270,281. This was in a year of exceptionally bad business, and considering how essential the road is as a feeder to the Erie, this sum does not appear to be a very high price to pay for the privilege of retaining the connection, especially as the result in future years may be so much more favorable. The Cincinnati Hamilton & Dayton, on the other hand, has been able to take care of itself thus far. The Chicago & Atlantic returns less satisfactory results than any other division, but it must be remembered that the conditions as to rates and business have been extraordinarily unfavorable, as Mr. Jewett points out. The obligations of this line are \$6,500,000 1st mortgage bonds, calling for \$390,000 per annum, and \$5,000,000 second mortgage bonds, which when all issued will call for \$300,000 more. The Erie is responsible, jointly with the Pennsylvania & Ohio, for interest on the 1st mortgage bonds to the full extent of all gross earnings derived on business to or from the Chicago & Atlantic. Mr. Jewett does not tell us how much this involved the Erie in the late fiscal year. Still, even if this Chicago extension is proving very unprofitable, it would seem better to hold on to it, rather than lose what has already been put into the undertaking.

Now let us see what the Erie was able to do for its security holders in a very bad year. That the 12 months ended September 30 did constitute a very bad year hardly needs to be proven. Yet a few figures in illustration will serve to give force to the remark. The unfavorable features were depressed business, demoralization of trunk line traffic, low rates, and an unsatisfactory state of the coal trade. The depression in business (resulting in a diminution of merchandise traffic) was the most important of these, and yet the contraction in rates was a factor of hardly less moment. The report furnishes the figures that enable us to state the loss from each circumstance. Thus out of a decrease of \$2,357,794 in the earnings from merchandise traffic, \$1,761,527 was due to a falling off in tonnage, and \$596,267 to the fall in rates. In the coal traffic, the loss is wholly on account of rates. The company received 205,501 tons less coal for transportation than in the previous year, but as the average haul was greater, the tonnage mileage increased 35,688,921 ton miles, and this would have given it a gain of \$270,522 in earnings on this traffic, except that lower rates caused a reduction in receipts of \$571,712, or \$301,190 more than the augmented traffic mileage could offset. Taking coal and merchandise together, we find a total loss in freight earnings of \$2,658,984, of which \$1,167,980 resulted from lower rates

and \$1,491,004 from a decrease in business. These figures it should be said cover the Erie proper, the results on the leased New York Pennsylvania & Ohio road not being included, since that, though operated throughout the whole of the past year, was operated for only five months of the previous year, and no comparison on that basis is possible. Besides the loss from freight the depression prevailing also caused a loss in passenger earnings to the extent of \$458,314, though this was in part counterbalanced by a gain in miscellaneous receipts, so that the total loss in earnings on the Erie proper for the year was \$2,979,595, which was met by a reduction in expenses of \$1,509,362, leaving the loss in net earnings \$1,470,233. The decrease in expenses should be noted, for when we come to the entire system (including the leased road) we find a large increase in them, which is thus to be attributed to the Pennsylvania & Ohio line. The ratio of expenses on the whole system was 69.52 per cent, and even on the Erie proper as high as 68½ per cent (against 65.92 per cent in 1882-3). Under these circumstances, what kind of an exhibit as respects income and charges is the road able to make? The following, giving the results for the past year in comparison with four previous years, will answer this question.

	1883-84.	1882-83.	1881-82.	1880-81.	1879-80.
	\$	\$	\$	\$	\$
Gross earnings...	\$21,637,435	\$22,802,247	\$19,975,774	\$20,715,605	\$18,668,109
Operating expenses...	\$16,338,078	\$15,414,583	\$13,088,094	\$13,356,230	\$11,643,925
Net earnings.....	5,279,357	7,357,684	6,887,680	7,459,375	7,049,184
Miscellaneous income.....	1,077,626	876,799	780,055	844,306	783,957
Total income.....	6,356,983	8,234,463	7,668,335	8,303,681	7,833,141
<i>Payments -</i>					
Interest on debt.....	\$4,605,487	4,549,396	4,316,369	4,148,745	3,963,873
Rentals & other int., &c.	2,450,110	2,422,582	2,185,324	2,367,518	2,078,647
Total.....	7,055,600	6,968,978	6,501,693	6,416,283	6,042,520
Balance.....	\$1,298,623	1,265,485	1,196,642	1,887,418	1,790,621
<i>Losses -</i>					
Sink'd re-org'n, 1st lien.....		100,000	100,000	...	...
Interest on incomes.....		30,480	30,180	30,480	...
Dividend on pref. stock.....		488,088	485,028	464,340	...
Surplus .....		646,917	551,134	1,302,508	1,790,621
Funded debt.....	75,298,485	75,207,137	70,207,138	67,165,666	67,173,745

\* Including 68 per cent of the earnings and the entire working expenses of the New York Pennsylvania & Ohio road for five months in 1882-83, and for full year in 1883-4.

+ Including a full year's allowance for interest on the second consols.

It is evident from the above that the company has lost heavily in net income, not only as compared with last year, but as compared with other recent years. Yet notwithstanding this loss (amounting to nearly two million dollars net) the company has fallen only \$698,623 short of meeting the interest on the second consolidated bonds in full, illustrating the strength of the road's position in the past. To put it in another way, in a year of extraordinarily unfavorable circumstances the company has been able to earn nearly 4 per cent on these second consols. The deficit shown proves to be just what Mr. Jewett estimated it would be in the latter part of October. We were led to suppose at the time that he had omitted to make any allowance for decreased earnings in September, but it appears now that there was a gain of over \$200,000 in miscellaneous income, which in the absence of any figures on that point we had to assume the same as in the previous year. This gain in miscellaneous income was derived almost solely from the item of "interest on securities held." It is proper here to say that the deficit for the year would be even smaller were it not that the company has charged against the year's accounts \$135,037 paid the New York Pennsylvania & Ohio in adjustment of earnings and expenses for the previous year. This, if left out, would reduce the deficit to \$563,586. On the other hand the report, as already remarked, says nothing of the extent of the contribution required to meet the interest on the first mortgage Chicago & Atlantic bonds, for which the company is in large part responsible. But supposing it had to advance the whole year's charge on these bonds—\$390,000—the

deficiency on the second consols would reach only about 3 per cent (instead of 2); that is, there would still remain 3 per cent earned on these bonds.

Another subject of interest in connection with the road's affairs is the amount of its floating debt—gross and net. To determine this, or aid in determining it, we have prepared the following table, giving on one side the current liabilities and on the other the possible offsets.

Current Liabilities.		Offsets.
Loans payable	\$2,255,533	Due by agents, &c. \$2,688,054
Bills payable	1,053,418	Cash 355,116
Interest accrued, &c.	1,000,991	Bills receivable 59,647
Rent leased lands, &c.	410,816	Advances to—
N.Y. & Ohio, rent	327,603	N.Y. L.E. & W. Coal Co. 1,916,999
Pay-rolls	805,853	Do. Dock & Imp. 434,649
Audited vouchers, &c.	1,918,503	Chic. & Atlantic 619,137
Traffic balances	617,156	Do. for notes ind'ed 1,096,226
Sundries	150,894	Advances to other Cos. 1,174,241
		Stocks held 2,055,315
		Bonds held 233,820
Total	\$8,288,961	Total \$11,593,207

\* This is given at \$2,288,961 in the report, but we have taken out the ten months' interest on the second consols, which the company, under the terms of the mortgage, can defer for a certain stated period.

The total current liabilities (not counting the interest on the second consols as a demand debt) would thus appear to be about \$84 million dollars. The offsets given, were they all available, would be 3 millions more than sufficient to take care of the whole amount. But they are not all available. Some of them are clearly unavailable. We make no attempt to distinguish between the two, leaving the reader to use his own judgment in the matter, but may say that the figures hardly bear out the oft-repeated assertion that the condition of the company in this respect is a desperate one. The obligations on account of car trusts should perhaps also be mentioned in connection with the demand liabilities. The report gives full particulars on this point, according to which the company will have to pay in the current fiscal year \$876,000 of principal and \$325,200 of interest on these trusts. The interest is \$33,000 less than was paid for this purpose in the late year, and to that extent this favors the present year, the charge being always properly included in the year's interest account as a deduction from net income. The payments required for principal are also much smaller—over \$300,000; but, of course, \$876,000 is a pretty large amount to have to take care of. Still, it is to be observed that if the company should compel the second consol bondholders to forego their interest for the whole year, the surplus earnings on the basis of the results above for the past year would be sufficient to provide for the whole sum.

## Monetary & Commercial English News

### RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Nov. 14.		EXCHANGE ON LONDON			
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	Short.	12 2 <sup>1</sup> / <sub>2</sub> @ 12 3 <sup>1</sup> / <sub>2</sub>	Nov. 14.	Short.	12 15
Amsterdam	3 mos.	12 5 <sup>1</sup> / <sub>2</sub> @ 12 5 <sup>1</sup> / <sub>2</sub>			
Antwerp	...	25 55 @ 25 60	Nov. 14.	3 mos.	25 23 1 <sup>1</sup> / <sub>2</sub>
Hamburg	...	20 64 @ 20 68	Nov. 14.	...	20 48
Berlin	...	20 65 @ 20 69	Nov. 14.	...	20 23 1 <sup>1</sup> / <sub>2</sub>
Frankfort	...	20 65 @ 20 69	Nov. 14.	Short.	20 45
Copenhagen	...	18 44 @ 18 50	...	...	...
St. Petersburg	...	24 1 <sup>1</sup> / <sub>2</sub> @ 24 1 <sup>1</sup> / <sub>2</sub>	Nov. 14.	Checks	25 30 1 <sup>1</sup> / <sub>2</sub>
Paris	...	25 50 @ 25 55	Nov. 14.	3 mos.	25 35
Paris	Checks	25 28 1 <sup>1</sup> / <sub>2</sub> @ 25 3 1 <sup>1</sup> / <sub>2</sub>	Nov. 14.	...	12 27
Vienna	3 mss.	12 42 1 <sup>1</sup> / <sub>2</sub> @ 12 47 1 <sup>1</sup> / <sub>2</sub>	Nov. 14.	...	47 60
Madrid	...	46 8 @ 46 1 <sup>1</sup> / <sub>2</sub>	Nov. 14.	...	25 30
Genoa	...	25 65 @ 25 70	Nov. 14.	...	...
Lisbon	...	51 16 @ 51 11 1 <sup>1</sup> / <sub>2</sub>	Nov. 14.	Cables.	4 84 1 <sup>1</sup> / <sub>2</sub>
New York	60 days	18 7 <sup>1</sup> / <sub>2</sub>	Nov. 14.	...	1a. 61 <sup>1</sup> / <sub>2</sub> d.
Bombay	dem'd	18 7 <sup>1</sup> / <sub>2</sub>	Nov. 14.	...	1a. 67 <sup>1</sup> / <sub>2</sub> d.
Calcutta	...	18 7 <sup>1</sup> / <sub>2</sub> d.	Nov. 14.	...	...
Alexandria	...	...	Nov. 14.	4 mos.	3a. 8d.
Hong Kong	...	...	Nov. 14.	...	4a. 11 3 <sup>1</sup> / <sub>2</sub> d.
Shanghai	...	...	Nov. 14.	...	...

(From our own correspondent.)

LONDON, Saturday, Nov. 15, 1884.

No further change has been made by the directors of the Bank of England in their rates of discount, and consequently the minimum quotation remains at 5 per cent. The more favorable return and the cessation of the American and

Canadian demand for gold have had a good effect upon the Stock Exchange; but the improvement has not been sufficiently established to justify any material extension of business. It has still to be borne in mind that gold coin will be wanted in considerable quantities in connection with the war in the Soudan, and that the 5 per cent Bank rate has not done much more than check the outflow of gold to other quarters. It has yet to be proved, therefore, if gold will be attracted to the London market from foreign countries. Doubt is expressed whether this will be the case; but a return of gold from the provinces may be relied upon. The better opinion seems to be that a five per cent rate of discount will at least be maintained.

The money market has been firm in tone during the week, and the rates of discount have had an upward tendency. At the commencement 4 1-16 and 4 1/2 were the quotations for the best three months, but at the close very few bills are taken under 4 1/2 per cent. The discount houses have raised their rates of interest for deposits 1 1/4 per cent, which has occasioned some surprise. It naturally indicates that money is by no means abundant.

The following are the present prices for money.

London	Bank Rate.	Open market rates.						Interest allowed for deposits by	
		Bank Bills.			Trade Bills.			Joint Stock Banks.	Disc't H'ld. At Stock Call. 7 to 14 Days.
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months		
Oct. 10	3	25 50	25 68	—	3 1/2	3 1/2	3 1/2	2	1 1/2 - 2
" 17	3	24 1/2	25 68	—	3 1/2	3 1/2	3 1/2	2	1 1/2 - 2
" 24	3	24 1/2	—	3 1/2	3 1/2	3 1/2	3 1/2	2	1 1/2 - 2
" 31	3	34 1/2	35 1/2	—	4 1/2	4 1/2	4 1/2	3	2 1/2 - 3
Nov. 7	5	45 1/2	45 1/2	nom	4 1/2	4 1/2	4 1/2	3	3 1/2 - 4
" 14	5	39 1/2	41 1/2	nom	4 1/2	4 1/2	4 1/2	3	3 1/2 - 4

Annexed is a return showing the present position of the Bank of England, the Bank rate of discount, and other items, compared with previous years:

	1884.	1883.	1882.	1881.
Circulation	25,308,390	25,464,975	26,209,010	25,955,570
Public deposits	4,144,050	4,630,222	5,345,824	5,122,601
Other deposits	2,284,107	24,129,604	22,593,159	23,323,220
Government securities	13,312,675	14,679,068	10,531,057	13,244,014
Other securities	21,806,639	19,571,301	22,531,912	20,645,329
Reserves of notes & coin	9,760,519	12,368,211	9,845,947	10,445,449
Coin and bullion in both departments	19,319,209	22,083,186	20,307,957	20,681,019
Proportion of reserve to liabilities	3 3/4	42 7/5	38 7/8	39 1/2
Bank rate	5 p. c.	3 p. c.	5 p. c.	5 p. c.
Consols	106 1/16	104 15/16	105 1/8	100 1/2
Eng. wheat, av. price	32s. 0d.	40s. 1d.	40s. 11d.	40s. 3d.
Mid. Upland cotton	51 1/4 d.	51 1/4 d.	63 1/4 d.	61 1/4 d.
No. 40 mule twist	9 1/2 d.	9 1/2 d.	10 d.	10 1/4 d.
Clearing-House rec'n	97,010,000	124,951,000	138,159,000	147,261,000

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	November 13.		November 6.		October 30.		October 23.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
Berlin	4	3 1/2	4	3 1/2	4	3 1/2	4	3 1/2
Frankfort	4	3 1/2	4	3 1/2	4	3 1/2	4	3 1/2
Hamburg	4	3 1/2	4	3 1/2	4	3 1/2	4	3 1/2
Amsterdam	3	3	3	3	3	3	3	2 1/2
Brussels	4	3 1/2	4	3 1/2	4	3 1/2	4	3 1/2
Madrid	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Vienna	4	3 1/2	4	4	4	4	4	4
St. Petersburg	6	6	6	6	6	6	6	6
Copenhagen	4	5	4	4	4	4	4	4

In reference to the state of the bullion market during the past week, Messrs. Pixley & Abell remark:

Gold.—The demand for abroad has, in consequence of the rise in the Bank rate of discount, decidedly slackened, the amounts of bars from the Continent having only been placed in the open market at a very slight increase on the Bank's buying price, whilst the imports from Paris have quite ceased, the bank of France charging a premium of 4 per milie on gold required. The only withdrawals since our last have been £95,000 sovereigns from the Bank for Lisbon, Monte Video and Egypt. The arrivals comprise £25,000 from New Zealand, £11,000 from River Plate, and about £35,000, chiefly from Holland. The Tagus has taken £70,000 to Lisbon and the River Plate, the Tasmania £99,000, in coin, to Egypt.

Silver.—The market has daily declined since our last circular of the 6th inst. We then quoted 50 1/4 d. per oz. standard, but under the influence of considerably lower exchanges from India, and the consequent decline in the rates at which the Indian Council drafts and transfers have lately been sold, the price of bars has fallen to-day to 49 1/2 d., at which the amount by the Neva has been placed as an exceptional operation. The Don has brought from the West Indies £22,000, the Neva has brought from the River Plate £65,900 and the G-ermanic has brought from New York £10,000, making a total of £128,900. The Tasmania takes £25,000 to the East.

Mexican Dollars.—Pending the arrival of the French West Indian steamer St. Nazaire, there is no business doing, and we are unable to give any quotation.

The quotations for bullion are reported as follows:

Price of Gold.	Nov. 13.	Nov. 6.	Price of Silver.	Nov. 13.	Nov. 6.
	s. d.	s. d.		s. d.	s. d.
Bar gold, fine oz.	77 9 <sup>1</sup> / <sub>2</sub>	77 9 <sup>1</sup> / <sub>2</sub>	Bar silver, fine oz.	49 15-16	50 <sup>1</sup> / <sub>2</sub>
Bar gold, contain'g 20 dwt. silver oz.	77 11	77 11	Bar silver, containing 5 grs. gold oz.	50 <sup>1</sup> / <sub>2</sub>	50 <sup>1</sup> / <sub>2</sub>
Span. doubloons oz.	.....	.....	Cake silver ... oz.	54 <sup>1</sup> / <sub>2</sub>	54 <sup>1</sup> / <sub>2</sub>
8 Am. doubloons oz.	.....	.....	Mexican dol... oz.	50	50

In consequence of the advances which have been made by Dutch banking firms in Holland to the Javan sugar planters, financial trouble is reported from Amsterdam and the Hague. A prolongation of time for paying bills has been applied for to the Dutch Government.

An unwelcome feature is that the Chancellor of the Exchequer will announce in Parliament, on Monday, that in order to meet the expenses which are being incurred in Egypt and at the Cape of Good Hope, the income tax will be incurred two pence in the pound during the first six months of the next financial year.

The following summaries of our trade in October and during the ten months ended October 31 are given in the Board of Trade returns:

IMPORTS FROM FOREIGN COUNTRIES TO BRITISH POSSESSIONS.					
	In October		In Ten Months		
	1883.	1884.	1883.	1884.	
Animals, liv'g (for food)	1,257,177	933,823	10,469,418	9,502,182	
Articles of food and drink, duty free	14,206,748	9,903,874	124,848,839	101,058,223	
Articles of food and drink, dutiable	3,276,003	3,125,281	22,703,437	20,816,977	
Tobacco, dutiable	338,051	220,501	2,575,066	2,433,435	
Metals	1,301,352	1,326,757	14,782,808	11,014,36	
Chemicals, dyestuffs & tanning substances	656,028	549,468	8,448,175	8,410,300	
Oils	696,250	675,294	9,566,722	8,277,06	
Raw materials for textile manufactures	3,427,160	4,964,239	69,755,299	69,669,815	
Raw materials for sun-dry industries & mfrs.	4,714,262	3,578,827	38,220,643	35,395,461	
Manufactured articles	4,534,945	4,532,249	45,074,749	45,367,066	
Miscellaneous articles	1,425,779	1,246,519	12,380,358	11,012,125	
Total value	35,833,755	31,097,132	355,129,514	325,958,226	

#### EXPORTS OF BRITISH AND IRISH PRODUCE AND MANUFACTURES.

	In October		In Ten Months		
	1883.	1884.	1883.	1884.	
	£	£	£	£	£
Animals, living	55,060	47,275	597,803	556,534	
Articles of food and drink	1,114,692	1,123,251	8,835,479	8,787,649	
Raw materials	1,225,817	1,274,182	11,263,156	11,512,353	
Articles manufactured and partly manufactured	9,510,793	9,375,617	93,434,660	93,033,308	
Yarns & textile fabrics	3,487,962	3,146,314	34,111,031	31,776,501	
Metal and articles manufactured therefrom (except mach'ry)	1,253,169	1,100,563	11,251,549	11,097,421	
Machinery & mill work	911,067	900,246	9,452,888	9,011,539	
Chemicals and chemical and medicinal preparations	686,480	689,807	6,464,208	6,663,739	
All other articles, either manufactured or partly manufactured	2,921,819	2,756,907	25,363,171	24,923,862	
Total value	21,138,859	20,414,162	200,803,944	197,383,259	

#### EXPORTS OF FOREIGN AND COLONIAL PRODUCE.

	In October		In Ten Months		
	1883.	1884.	1883.	1884.	
	£	£	£	£	£
Tot. val. (part. est'm'd)	6,672,000	4,758,654	54,513,000	53,156,916	

The rainfall in October, says the official report, was in defect over the whole of the United Kingdom, except in the north of Ireland and the east of England. In the latter district the excess was entirely due to a heavy fall in the second week, ending October 13. In all other parts of England the defect was very considerable. Both in Scotland and England the only period in which the fall was in excess of the average was the second week. In London the fall was 1.01 inches, which is 1.73 inches less than usual. During the last 72 years there are but three in which the fall for October was less; these were 0.80 inches in 1830, 0.40 in 1834 and 0.76 in 1879. Both in October, 1880 and 1881, the fall for the month was more than five times as great as this year. The rainfall returns for the last 70 years show that October has been the wettest month of the year 21 times. The principal point of interest is not so much the fact that the fall for the month is in defect, but that the whole year has been dry; a fall of over 11 inches is now required to make up the annual average. The total fall for the ten months, from January to October, is only 13.42 inches, which is 6.92 inches less than usual. The returns for the last 70 years do not show so small an account for a corresponding period, but in 1847 the amount was only 13.52 inches. It is now a certainty that the present year will be the first break in the succession of wet years recently experienced, and that generally over the whole country, although more especially over England; 1883 was

the ninth in succession, and during the last 155 years there was never before a longer period than six successive wet years.

The iron trade of the country is in a very unsatisfactory state, and numerous failures have been taking place late in Glasgow.

The public sales of colonial and foreign wool have been commenced this week, and no material change in prices has taken place, compared with the previous series.

The weather has continued favorable, and the sowing of winter corn has been nearly completed. This has been accomplished under most satisfactory conditions. The wheat trade has been very dull, and prices have further declined about 6d. per quarter. The quantity of wheat and flour afloat is estimated at 1,890,000 quarters, being about 200,000 quarters less than at this period last year.

The following return shows the extent of the sales of home-grown wheat, barley and oats in the 187 principal markets of England and Wales during the first ten weeks of the season, together with the average prices realized, compared with last season:

	SALES.			
	1884.	1883.	1882.	1881.
Wheat.....qrs.	721,742	675,810	491,503	479,835
Barley.....	936,233	575,263	452,782	292,779
Oats.....	108,520	157,165	43,394	56,822

	AVERAGE PRICES.			
	1884.	1883.	1882.	1881.
	s. d.	s. d.	s. d.	s. d.
Wheat.....per qr.	32 10	40 10	41 3	49 2
Barley.....	32 0	33 11	35 2	31 10
Oats.....	19 3	19 11	20 10	21 4

Converting quarters of wheat into cwts., the total sales in the whole kingdom are estimated as follows:

	1884.	1883.	1882.	1881.
Wheat.....cwt. 10,423,710	9,805,700	8,571,189	8,317,140	

Annexed is a return showing the extent of the imports of cereal produce into the United Kingdom during the first ten weeks of the season, the sales of home-grown produce, as well as its average price, compared with the previous season:

	IMPORTS.			
	1884.	1883.	1882.	1881.
Wheat.....cwt. 11,790,559	14,388,833	17,176,045	13,311,589	
Barley.....	4,8-0.036	4,878,466	2,888,953	3,066,415
Oats.....	2,246,815	2,636,014	1,620,800	2,777,198
Peas.....	391,973	13,741	171,117	333,155
Beans.....	742,480	338,528	255,501	346,541
Indian corn.....	3,820,108	6,272,664	2,801,908	6,383,282
Flour.....	2,992,677	2,892,046	2,825,2-0	2,272,117

Supplies of wheat and flour available for consumption in ten weeks, stocks Sept. 1 not being included:

	1884.	1883.	1882.	1881.
Imports of wheat cwt. 11,790,559	14,388,833	17,176,045	13,311,589	
Imports of flour.....	2,992,677	2,892,046	2,823,2-0	2,272,117
Sales of home-grown produce.....	10,423,710	9,805,700	8,571,189	8,317,140
Total.....	25,206,946	27,086,579	28,572,814	23,900,946

Av'ge price of English wheat for season, qrs. 32s. 10d. 40s. 10d. 41s. 5d. 49s. 2d.

Visible supply of wheat

In the U. S. bushel 36,025,000 30,625,000 16,100,000 21,300,000

Afloat to U. K. ....qrs. 1,720,000 1,827,000 1,913,000 2,479,000

\* Baltic supplies not included.

#### English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending Nov. 28:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50 <sup>1</sup> <sub>2</sub>	50	49 <sup>7</sup> <sub>2</sub>	49 <sup>7</sup> <sub>2</sub>	49 <sup>7</sup> <sub>2</sub>	49 <sup>7</sup> <sub>2</sub>
Consols for money.....	100 <sup>5</sup> <sub>2</sub>	100 <sup>1</sup> <sub>4</sub>	100 <sup>8</sup> <sub>3</sub>	100 <sup>11</sup> <sub>1</sub>	100 <sup>9</sup> <sub>6</sub>	100 <sup>9</sup> <sub>4</sub>
Consols for account.....	100 <sup>7</sup> <sub>2</sub>	100 <sup>7</sup> <sub>2</sub>	100 <sup>8</sup> <sub>3</sub>	100 <sup>11</sup> <sub>1</sub>	100 <sup>9</sup> <sub>6</sub>	100 <sup>9</sup> <sub>4</sub>
Fr'ch rents (in Paris) fr' 76,87 <sub>1</sub> to 79,00	79,00	79,20	79,00	78,92 <sup>1</sup>	78,92 <sup>1</sup>	78,92 <sup>1</sup>
U. S. 4 <sup>1</sup> / <sub>2</sub> of 1891.....	125,58	125,58	125,58	126,4	126,4	126,4
U. S. 4 <sup>1</sup> / <sub>2</sub> of 1907.....	45 <sup>7</sup> <sub>2</sub>	46 <sup>1</sup> <sub>2</sub>	46 <sup>1</sup> <sub>2</sub>	46 <sup>1</sup> <sub>2</sub>	46 <sup>1</sup> <sub>2</sub>	47
Canadian Pacific.....	79	79 <sup>1</sup> <sub>2</sub>	78 <sup>7</sup> <sub>2</sub>	80 <sup>8</sup> <sub>2</sub>	81 <sup>8</sup> <sub>2</sub>	81 <sup>8</sup> <sub>2</sub>
Chic. Mill. & St. Paul.....	13 <sup>8</sup> <sub>2</sub>	13 <sup>8</sup> <sub>2</sub>	13 <sup>8</sup> <sub>2</sub>	14 <sup>1</sup> <sub>2</sub>	14 <sup>1</sup> <sub>2</sub>	15 <sup>1</sup> <sub>2</sub>
Erie, common stock.....	119 <sup>1</sup> <sub>2</sub>	119 <sup>1</sup> <sub>2</sub>	121 <sup>1</sup> <sub>2</sub>	121 <sup>1</sup> <sub>2</sub>	122 <sup>1</sup> <sub>2</sub>	123 <sup>1</sup> <sub>2</sub>
Illinois Central.....	52 <sup>3</sup> <sub>2</sub>	52 <sup>3</sup> <sub>2</sub>	52 <sup>3</sup> <sub>2</sub>	52 <sup>3</sup> <sub>2</sub>	53	53
Pennsylvania.....	11 <sup>1</sup> <sub>2</sub>	11 <sup>1</sup> <sub>2</sub>	11 <sup>1</sup> <sub>2</sub>	12	12	12
Philadelphia & Reading.....	90 <sup>1</sup> <sub>2</sub>	90 <sup>1</sup> <sub>2</sub>	90 <sup>1</sup> <sub>2</sub>	92 <sup>1</sup> <sub>2</sub>	92 <sup>1</sup> <sub>2</sub>	92
Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State) 100 lb.	10 9	10 9	10 9	10 9	10 9	10 9
Wheat, No. 1, wh.	6 8	6 8	6 8	6 9	6 9	6 10
Spring, No. 2, n.	6 6	6 6	6 6	6 7	6 7	6 7
Winter, South, n.	6 6	6 6	6 6	6 7	6 7	6 7
Winter, West, n.	6 6	6 6	6 6	6 7	6 7	6 7
Cal., No. 1, wh.	6 6	6 6	6 6	6 8	6 8	6 8
Cal., No. 2, n.	6 4	6 4	6 5	6 5	6 5	6 5
Corn, mix., old.....	5 0 <sup>1</sup> <sub>2</sub>	5 0 <sup>1</sup> <sub>2</sub>	5 0 <sup>1</sup> <sub>2</sub>	5 1 <sup>1</sup> <sub>2</sub>	5 1 <sup>1</sup> <sub>2</sub>	5 1 <sup>1</sup> <sub>2</sub>
Corn, mix., new.....	5 3 <sup>1</sup> <sub>2</sub>	5 3 <sup>1</sup> <sub>2</sub>	5 3 <sup>1</sup> <sub>2</sub>	5 4 <sup>1</sup> <sub>2</sub>	5 4 <sup>1</sup> <sub>2</sub>	5 4 <sup>1</sup> <sub>2</sub>
Pork, West. mess. 16 lb.	66 0	66 0	66 0	66 0	66 0	66 0
Beef, mess. new. 16 lb.	40 0	40 0	39 0	38 0	38 0	37 0
Beef, pr. mess. new. 16 lb.	51 0	51 0	51 0	51 0	51 0	51 0
Lard, prime West. 16 lb.	38 0	38 0	37 3	38 0	38 0	38 0
Cheese, Am. choice.....	62 0	62 0	62 0	62 0	62 0	62 0



## The Bankers' Gazette.

### DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
<b>Railroads.</b>			
Boston & Albany	\$2	Dec. 31	Nov. 30 to —
Boston & Lowell	3	Dec. 15	Nov. 24 to Nov. 25
Chi. Burl. & Quincy	2	Dec. 26	Dec. 4 to Dec. 23
Chi. & Northwestern, com.	3 1/2	Dec. 26	Dec. 4 to Dec. 28
Do do pref.	2	Dec. 26	Dec. 4 to Dec. 28
Northern (N. H.)	\$3	Dec. 1	Nov. 19 to —
Wilmington & Weldon	4	Jan. 15	—
Wilmington Columbia & Augusta	3	Jan. 10	—
<b>Miscellaneous.</b>			
Lehigh Coal & Navigation	3	Dec. 9	Nov. 30 to Dec. 8

NEW YORK, FRIDAY, NOV. 28, 1884-5 P. M.

**The Money Market and Financial Situation.**—There has been an improved tone this week, both at the Stock and Produce exchanges.

An opinion has prevailed to some extent that the first of December would be a period from whence a new departure might well be taken for a fair advance in prices, and as sentiment has much to do with the movement of the markets, it is quite possible that this feeling has had something to do with the better tone.

As one embarrassed company after another is removed from the field, albeit in some cases by the severe process of foreclosure, the atmosphere becomes clearer, and the chance for general improvement is greater. This week there has been an upheaval in Erie, which is accepted by the Street with satisfaction; while the Texas & Pacific has practically completed its adjustment, and will apparently go forward under better auspices, where its undoubted vitality as a growing property will have a chance for development.

The excessive abundance of money in our city banks is a conspicuous feature, and the receipts of gold from abroad may yet continue, in spite of the Bank of England rate; at all events there seems to be a good prospect of very easy money for some time to come.

The reports from manufacturing, mining and railroad companies of a reduction in working force, and also reductions in wages, continue to be as numerous as ever. Thus far the employees are generally showing their good sense by accepting the reduction, for hard as it may be on them to accept lower wages, the fact is obvious that the companies are losing money, and they have no alternative but to obtain a concession from their operatives or shut down.

Rates for call loans during the week on stock and bond collaterals have ranged at  $\frac{1}{2}$  to  $\frac{1}{2}$  per cent and to day at  $1\frac{1}{2}$  per cent. Prime commercial paper is quoted at  $4\frac{1}{2}$  @  $5\frac{1}{2}$  per cent.

The Bank of England weekly statement on Thursday showed a gain in specie of £166,000, and the percentage of reserve to liabilities was  $39\frac{1}{2}$ %, against 33 3-16 last week; the discount rate remains at 5 per cent. The Bank of France lost 500,000 francs in gold and gained 1,200,000 francs in silver.

The New York Clearing House banks, in their statement of Nov. 22, showed an increase in surplus reserve of \$2,771,525, the surplus being \$40,246,050, against \$37,474,525 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1884. Nov. 22.	Differ'nes fr'm Previous Week.	1883. Nov. 21.	1882. Nov. 25.
Loans and dis.	\$238,539,700	Dec. \$3,010,700	\$324,638,700	\$309,208,800
Specie	84,370,500	Inc. 2,015,900	56,863,800	45,245,500
Circulation	11,711,600	Dec. 529,900	15,400,700	18,590,700
Net deposits	325,887,400	Inc. 530,700	315,677,600	277,910,000
Legal tenders	37,347,400	Inc. 883,300	27,337,500	19,165,800
Legal reserve	\$81,471,850	Inc. \$132,675	\$75,919,400	\$69,482,500
Reserve held	121,717,900	Inc. 2,904,200	84,203,00	67,411,300
Surplus	\$40,246,050	Inc. \$2,771,525	\$5,283,900	\$2,071,200

**Exchange.**—The sterling exchange market was moderately active early in the week and rates were well maintained, some drawers being inclined to advance their posted rates. On Wednesday, however, rates were reduced  $\frac{1}{2}$ %, and it is concluded that the recent large shipments of cotton have created a more abundant supply of commercial bills.

To-day the rates on actual business were as follows, viz.: Bankers' 60 days sterling,  $4\frac{8}{10}$  @  $4\frac{1}{2}$ ; demand,  $4\frac{8}{10}$  @  $4\frac{1}{2}$ ; cables,  $4\frac{8}{10}$  @  $4\frac{1}{2}$ . Commercial bills were  $4\frac{7}{10}$  @  $4\frac{7}{10}$ . Continental bills were: Francs, 5 25 and 5 21%; reichmarks,  $9\frac{1}{4}$  @  $9\frac{1}{4}$  and  $9\frac{1}{4}$  @  $9\frac{1}{4}$ ; guilders, 39 3/4 and 40.

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying  $\frac{1}{2}$  discount, selling  $\frac{1}{2}$  discount @ par; Charleston buying  $\frac{1}{2}$  @ 3-16 premium, selling par @ 3-16 premium; Boston 25@

30 premium; New Orleans commercial, 50 discount; bank, 100 premium; St. Louis, 75 premium; Chicago, 50 premium. The posted rates of leading bankers are as follows:

	November 28.	Sixty Days	Demand.
Prime bankers' sterling bills on London	4 81 1/2	4 85 1/2	
Prime commercial	4 79 1/2	—	
Documentary commercial	4 79	—	
Paris (francs)	5 22 3/4	5 21 1/2	
Amsterdam (guilders)	39 7/8	40 1/2	
Frankfort or Breinen (reichmarks)	94 3/8	95	

**Coins.**—The following are quotations in gold for various coins:

Severigns	\$4 85	2 1/2	\$4 89	Silver 1/2s and 1/2s	—	99 1/2	par.
Severigns	3 85	2 1/2	3 89 1/2	Five francs	—	92 1/2	par.
X X Reichmarks	4 74	2	4 78	Mexican dollars	—	85 1/2	86
X Guilder	3 96	2 1/2	4 00	No uncom'rl'd.	—	14 1/2	86
Span'ls Doubloons	15 53	2 1/2	15 63	Peruvian soles	—	75	par.
Mx. Doubloons	15 53	2 1/2	15 63	English silver	—	4 75	4 84
No silver bars	1 03 1/2	2 1/2	1 03 1/2	U. S. trade dollars	—	85 1/2	—
Fins gold bars	—	—	—	U. S. silver dollars	—	99 1/2	par.
D mes & 1/2 dimes	—	—	—	D mes & 1/2 dimes	—	99 1/2	par.

**United States Bonds.**—The transactions in government bonds have been on a very small scale the past week, but prices have been strong and quotations have advanced slightly. The bids for the 3s have been higher, probably on the reports that the Treasury Department would issue no more bond calls for the present.

The closing prices at the N. Y. Board have been as follows:

Interest Periods.	Nov. 22.	Nov. 24.	Nov. 25.	Nov. 26.	Nov. 27.	Nov. 28.
4 1/2s, 1891	reg Q-Mar.	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
4 1/2s, 1891	coupl. Q-Mar.	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
4s, 1907	reg Q-Jan.	122	122 1/2	122 1/2	122 1/2	122 1/2
4s, 1907	coupl. Q-Jan.	122	122 1/2	122 1/2	122 1/2	122 1/2
3s, option U. S.	reg Q-Feb.	101	101 1/2	101 1/2	101 1/2	101 1/2
6s, cur'ry, '95	reg J. & J.	128	128	128	129	129
6s, cur'ry, '96	reg J. & J.	129 1/2	129 1/2	131	131	131
6s, cur'ry, '97	reg J. & J.	131	131	133	133	133
6s, cur'ry, '98	reg J. & J.	133	133	131	134	134
6s, cur'ry, '99	reg J. & J.	134	134	135	135	135

\* This is the price bid at the morning board; *no sale* was made.

**State and Railroad Bonds.**—State bonds have been nominal, the only transaction reported being \$3,500 Alabama, class A, at 81.

Railroad bonds continue to improve, and the demand has been quite brisk at the advance. The Stock Board lists show a larger and more widely distributed business in bonds than we have had for a long time past. Erie 2ds advanced sharply on large transactions, being stimulated by the change in the management of that road; the price to-day closed at 58 1/2, against 51 1/2 last week. West Shore 5s have also been quite active and advanced to 41 1/2 on Tuesday, but close to-day at 41 1/2, against 40 1/2 last Friday. Atlantic & Pacific (Western division) 1sts, after considerable sales, close at 79, against 77 1/2; do., incomes, on a brisk business, at 17 1/2, against 16; East Tenn. 5s at 52 1/2, against 53 1/2; do. incomes at 14 1/2, against 13 1/2; Kansas Pacific 1st consolidated at 95 1/2, against 92; New Jersey Central consolidated assented at 101 1/2, against 99 1/2; Missouri Kansas & Texas consolidated 7s at 104, against 102 1/2; do. general 6s at 74, against 71; Texas & Pacific Rios at 54, against 51 1/2.

**Railroad and Miscellaneous Stocks.**—In the early part of the week the speculation on the Stock Exchange was dull and somewhat irregular. On Monday the market was dull, except for a few leading shares, and the only features were a slight rise in the Vanderbilts and Lackawanna and a decided break in Northern Pacific preferred, on free selling assisted by various speculative rumors. Since Monday the market has greatly improved and prices have advanced quite sharply on an active market, the advance being led by the Vanderbilts, Grangers and Lackawanna. This is reported to be largely the result of speculative action, though there are some indications of a healthier and improved feeling, and there have been rumors of late that a number of the leading bears of the past year have materially changed their views of the market.

Union Pacific and Western Union fluctuate to some extent independently of the rest of the market, and have continued relatively weak while other stocks were advancing, and show little improvement over the close of last Friday.

Northern Pacific preferred has been moderately active, and declined sharply early in the week, but has since partially recovered.

The railroad war between the N. Y. Central and the West Shore is still watched sharply, and is commented upon in connection with the Stock Exchange markets. There is little change to be noted; there are constant rumors of an adjustment, but there seems to be no good foundation for them; unless it turns out that the mediation offered by Erie shall result in something.

The change in the management of Erie has been a significant feature and has done much toward the improved feeling, though the annual statement of financial condition cannot be said to be very favorable.

Chicago & Northwestern announces its usual dividends, accompanied by a vague statement of the net earnings in the past six months. It would have been far more satisfactory if the company had given a frank exhibit of the half-year's business.

To-day the tone was variable, being rather weak in the morning and stronger afterward, with a spurt in Louisville & Nashville, but weaker again towards the close, and prices generally below those of Wednesday night.

## NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING NOV. 28, AND SINCE JAN. 1, 1884.

STOCKS	HIGHEST AND LOWEST PRICES.						Sales of the Week (Shares)	Range Since Jan. 1, 1884.		For Full Year 1883.
	Saturday, Nov. 22.	Monday, Nov. 24.	Tuesday, Nov. 25.	Wednesday, Nov. 26.	Thursday, Nov. 27.	Friday, Nov. 28.		Lowest.	Highest.	
<b>RAILROADS.</b>										
Albany & Susquehanna.	.....	.....	.....	.....	.....	.....	.....	126	July 3	127
Boston & N. Y. Air Line, pref.	.....	.....	.....	.....	.....	.....	80	Aug. 19	78	84 <sup>2</sup>
Burlington Ced. Rapids & No.	.....	.....	.....	.....	.....	.....	50	June 29	50	80
Canadian Pacific.	*44 <sup>1</sup>	*144 <sup>2</sup>	*143 <sup>2</sup>	46 <sup>2</sup>	45	45	314 <sup>2</sup>	39	June 27	48 <sup>2</sup>
Canada Southern.	32	32	31 <sup>1</sup>	31 <sup>1</sup>	32	32	314 <sup>2</sup>	24 <sup>2</sup>	June 27	55 <sup>2</sup>
Cedar Falls & Minnesota.	*10 <sup>1</sup>	10	9 <sup>1</sup>	12	*10	13	10 <sup>1</sup>	8	May 22	12
Central of New Jersey.	41 <sup>7</sup>	42 <sup>2</sup>	41 <sup>7</sup>	42 <sup>2</sup>	42	43	42	7,965	39 <sup>4</sup> Oct. 25	90
Central Pacific.	34 <sup>2</sup>	35 <sup>2</sup>	33 <sup>2</sup>	34 <sup>2</sup>	31 <sup>1</sup>	35	34 <sup>2</sup>	7,242	30 June 30	57 <sup>2</sup>
Chesapeake & Ohio.	*1 <sup>1</sup>	1	1	1	1	1	1	406	5 June 27	15 Jan. 2
Do. 1st pref.	*10 <sup>1</sup>	10	10 <sup>1</sup>	10 <sup>1</sup>	10 <sup>1</sup>	10 <sup>1</sup>	10 <sup>1</sup>	366	9 <sup>2</sup> June 20	23
Do. 2d pref.	*4 <sup>2</sup>	6 <sup>2</sup>	5	7 <sup>2</sup>	6 <sup>2</sup>	8 <sup>2</sup>	8 <sup>2</sup>	326	6 <sup>2</sup> June 20	55 <sup>2</sup>
Chicago & Alton.	121 <sup>2</sup>	121 <sup>2</sup>	119	120 <sup>1</sup>	120 <sup>1</sup>	120 <sup>1</sup>	120 <sup>1</sup>	129 <sup>2</sup>	125 June 23	125 <sup>2</sup>
Chicago Burlington & Quincy.	70 <sup>1</sup>	77 <sup>2</sup>	76 <sup>1</sup>	77 <sup>1</sup>	76 <sup>1</sup>	78 <sup>1</sup>	78 <sup>1</sup>	121	121	3,463
Chicago Milwaukee & St. Paul.	121 <sup>2</sup>	121 <sup>2</sup>	119	119 <sup>1</sup>	120 <sup>1</sup>	120 <sup>1</sup>	120 <sup>1</sup>	129 <sup>2</sup>	107 June 27	15 <sup>2</sup> June 27
Do. pref.	105 <sup>2</sup>	105 <sup>2</sup>	105 <sup>2</sup>	105 <sup>2</sup>	105 <sup>2</sup>	105 <sup>2</sup>	105 <sup>2</sup>	107	107	415
Chicago & Northwestern.	88 <sup>2</sup>	89 <sup>2</sup>	89 <sup>2</sup>	90 <sup>2</sup>	89 <sup>2</sup>	91 <sup>1</sup>	91 <sup>1</sup>	91 <sup>2</sup>	167,345	81 <sup>2</sup> June 23
Do. pref.	125 <sup>2</sup>	125 <sup>2</sup>	124 <sup>2</sup>	124 <sup>2</sup>	124 <sup>2</sup>	126 <sup>2</sup>	126 <sup>2</sup>	126 <sup>2</sup>	2,110	117 June 23
Chicago Rock Island & Pacific.	104 <sup>1</sup>	109 <sup>1</sup>	108 <sup>1</sup>	108 <sup>1</sup>	108 <sup>1</sup>	111 <sup>1</sup>	110 <sup>1</sup>	110 <sup>1</sup>	5,303	100 <sup>1</sup> June 23
Chicago St. Louis & Pittsburgh.	*15 <sup>2</sup>	17 <sup>2</sup>	17 <sup>2</sup>	15 <sup>2</sup>	15 <sup>2</sup>	18	17 <sup>2</sup>	17 <sup>2</sup>	100	3 <sup>2</sup> Sept. 15
Do. pref.	22 <sup>1</sup>	24 <sup>1</sup>	24 <sup>1</sup>	24 <sup>1</sup>	24 <sup>1</sup>	24 <sup>1</sup>	24 <sup>1</sup>	24 <sup>1</sup>	16 <sup>2</sup>	16 <sup>2</sup> June 23
Chicago St. Paul Minn. & Om.	90 <sup>1</sup>	90 <sup>1</sup>	89 <sup>1</sup>	90	90	91 <sup>1</sup>	91 <sup>1</sup>	90 <sup>2</sup>	800	10 <sup>2</sup> June 27
Do. pref.	*34 <sup>2</sup>	35 <sup>2</sup>	32	32	*34	35	36 <sup>2</sup>	650	28 June 27	69 <sup>2</sup> Mar. 14
Cleveland Col. Cinn. & Ind.	137 <sup>2</sup>	137 <sup>2</sup>	137 <sup>2</sup>	137 <sup>2</sup>	137 <sup>2</sup>	137 <sup>2</sup>	137 <sup>2</sup>	137 <sup>2</sup>	343	125 <sup>2</sup> June 24
Cleveland & Pittsburg, guar.	106 <sup>2</sup>	107 <sup>2</sup>	107 <sup>2</sup>	108 <sup>2</sup>	108 <sup>2</sup>	108 <sup>2</sup>	108 <sup>2</sup>	109 <sup>2</sup>	16,905	90 <sup>2</sup> May 26
Delaware & Lackawanna & West.	9 <sup>2</sup>	9	8	8 <sup>1</sup>	8 <sup>1</sup>	9	9	9 <sup>2</sup>	625	6 <sup>2</sup> June 23
Denver & Rio Grande.	*5 <sup>2</sup>	6 <sup>2</sup>	5	5	5	5	5 <sup>2</sup>	52	Oct. 25	25 <sup>2</sup>
Dubuque & Sioux City.	7 <sup>2</sup>	7 <sup>2</sup>	7 <sup>2</sup>	7 <sup>2</sup>	7 <sup>2</sup>	7 <sup>2</sup>	7 <sup>2</sup>	1,900	84 <sup>2</sup> Feb. 15	77 <sup>2</sup>
East Tennessee Va. & Ga.	.....	.....	.....	.....	.....	.....	.....	30 <sup>2</sup>	31 <sup>2</sup> June 26	30 <sup>2</sup>
Do. pref.	18 <sup>1</sup>	18 <sup>1</sup>	18 <sup>1</sup>	18 <sup>1</sup>	18 <sup>1</sup>	18 <sup>1</sup>	18 <sup>1</sup>	18 <sup>1</sup>	100	10 <sup>2</sup> Aug. 29
Evansville & Terre Haute.	116	117	116	117	117	121 <sup>1</sup>	121 <sup>1</sup>	120 <sup>2</sup>	1,917	110 June 23
Green Bay Winona & St. Paul.	.....	.....	.....	.....	.....	.....	.....	70	July 8	88 <sup>2</sup>
Harlem, pref.	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	500	104 <sup>2</sup> Jan. 1	77 <sup>2</sup>
Houston & Texas Central.	70 <sup>1</sup>	70 <sup>2</sup>	70	70 <sup>2</sup>	70 <sup>2</sup>	71	70	71	4,763	10 <sup>2</sup> June 23
Illinois Central, lease line 4 p.c.	116	117	116	117	117	121 <sup>1</sup>	121 <sup>1</sup>	120 <sup>2</sup>	1,917	110 June 23
Indiana Bloomington & West'n.	.....	.....	.....	.....	.....	.....	.....	70	July 8	88 <sup>2</sup>
Lake Erie & Western.	11 <sup>2</sup>	12 <sup>2</sup>	11 <sup>2</sup>	12 <sup>2</sup>	11 <sup>2</sup>	12 <sup>2</sup>	11 <sup>2</sup>	500	104 <sup>2</sup> Jan. 1	77 <sup>2</sup>
Lake Shore.	65 <sup>1</sup>	66 <sup>2</sup>	65 <sup>1</sup>	66 <sup>2</sup>	65 <sup>1</sup>	67 <sup>2</sup>	67 <sup>2</sup>	67 <sup>2</sup>	4,763	10 <sup>2</sup> June 23
Long Island.	63 <sup>2</sup>	63 <sup>2</sup>	63 <sup>2</sup>	63 <sup>2</sup>	63 <sup>2</sup>	64	64	65 <sup>2</sup>	110	52 <sup>2</sup> Mar. 15
Louisville & Nashville.	24 <sup>1</sup>	24 <sup>1</sup>	24 <sup>1</sup>	24 <sup>1</sup>	24 <sup>1</sup>	25 <sup>2</sup>	25	26	13,495	51 <sup>2</sup> Mar. 4
Louisville New Albany & Chic.	.....	.....	.....	.....	.....	.....	.....	10	Nov. 11	35 Jan. 4
Manhattan Elevated.	.....	.....	.....	.....	.....	.....	.....	40	Jan. 22	67 Aug. 26
Do. 1st pref.	.....	.....	.....	.....	.....	.....	.....	82	Jan. 21	93 <sup>2</sup> Apr. 7
Do. common.	.....	.....	.....	.....	.....	.....	.....	43	Jan. 23	67 Aug. 21
Do. consol.	70 <sup>1</sup>	70 <sup>2</sup>	70	70 <sup>2</sup>	70 <sup>2</sup>	71	70	71	2,673	10 <sup>2</sup> June 23
Manhattan Beach Co.	.....	.....	.....	.....	.....	.....	.....	10	Aug. 20	12 <sup>2</sup> June 23
Memphis & Charleston.	.....	.....	.....	.....	.....	.....	.....	400	23 June 27	40 <sup>2</sup>
Metropolitan Elevated.	.....	.....	.....	.....	.....	.....	.....	83	June 30	105 <sup>2</sup>
Michigan Central.	57	58	57	60	60	60	60	60 <sup>4</sup>	270	51 <sup>2</sup> June 24
Milwaukee L. Shore & West'n.	.....	.....	.....	.....	.....	.....	.....	10	Feb. 11	16 Jan. 4
Do. pref.	.....	.....	.....	.....	.....	.....	.....	31	Oct. 22	45 <sup>2</sup> April 10
Do. common.	70 <sup>1</sup>	70 <sup>2</sup>	70	70 <sup>2</sup>	70 <sup>2</sup>	71	70	71	70	7 <sup>2</sup> June 23
Do. consol.	70 <sup>1</sup>	70 <sup>2</sup>	70	70 <sup>2</sup>	70 <sup>2</sup>	71	70	71	4,763	10 <sup>2</sup> June 23
New York Lack. & Western.	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	1,100	104 <sup>2</sup> Jan. 1
New York Lake & West.	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	8,150	94 <sup>2</sup> June 27
Do. pref.	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	5,800	63 <sup>2</sup> May 20
New York & New England.	10 <sup>1</sup>	10	10 <sup>1</sup>	10 <sup>1</sup>	10 <sup>1</sup>	10	10	10 <sup>1</sup>	2,110	124 <sup>2</sup> June 24
New York New Haven Hart.	180 <sup>1</sup>	180 <sup>1</sup>	180 <sup>1</sup>	180 <sup>1</sup>	180 <sup>1</sup>	180 <sup>1</sup>	180 <sup>1</sup>	180 <sup>1</sup>	1,100	104 <sup>2</sup> June 24
New York Ontario & Western.	117 <sup>2</sup>	117 <sup>2</sup>	117 <sup>2</sup>	117 <sup>2</sup>	117 <sup>2</sup>	117 <sup>2</sup>	117 <sup>2</sup>	117 <sup>2</sup>	1,100	104 <sup>2</sup> June 24
New York Susq. & Western.	2 <sup>2</sup>	2 <sup>2</sup>	2 <sup>2</sup>	2 <sup>2</sup>	2 <sup>2</sup>	2 <sup>2</sup>	2 <sup>2</sup>	2 <sup>2</sup>	550	104 <sup>2</sup> June 24
Norfolk & Western.	9 <sup>2</sup>	9 <sup>2</sup>	8 <sup>2</sup>	8 <sup>2</sup>	8 <sup>2</sup>	8 <sup>2</sup>	8 <sup>2</sup>	8 <sup>2</sup>	100	8 <sup>2</sup> Nov. 25
Do. pref.	18 <sup>1</sup>	18 <sup>1</sup>	17 <sup>2</sup>	18 <sup>1</sup>	17 <sup>2</sup>	18 <sup>1</sup>	18 <sup>1</sup>	18 <sup>1</sup>	850	10 <sup>2</sup> Jan. 1
Northern Pacific.	18 <sup>1</sup>	18 <sup>1</sup>	17 <sup>2</sup>	18 <sup>1</sup>	17 <sup>2</sup>	18 <sup>1</sup>	18 <sup>1</sup>	18 <sup>1</sup>	1,100	104 <sup>2</sup> June 24
Do. pref.	42 <sup>2</sup>	42 <sup>2</sup>	41 <sup>2</sup>	42 <sup>2</sup>	41 <sup>2</sup>	42 <sup>2</sup>	42 <sup>2</sup>	42 <sup>2</sup>	8,150	94 <sup>2</sup> June 27
Ohio Central.	2 <sup>2</sup>	2	2	2	2	2	2	2	9,577	10 <sup>2</sup> June 23
Ohio & Mississippi.	*16	17	17	17	17	17	17	17	5,073	14 <sup>2</sup> June 18
Ohio Southern.	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	100	14 <sup>2</sup> June 18
Oregon Short Line.	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	100	10 <sup>2</sup> June 23
Oregon & Trans. Continen.	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	100	10 <sup>2</sup> June 23
Peoria Decatur & Evansville.	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>	100	10 <sup>2</sup> June 23
Philadelphia & Reading.	21 <sup>2</sup>	22 <sup>2</sup>	21 <sup>2</sup>	22 <sup>2</sup>	21 <sup>2</sup>	22 <sup>2</sup>	22 <sup>2</sup>	22 <sup>2</sup>	1,100	104 <sup>2</sup> June 24
Pittsburg Ft. Wayne & Chic.	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	1,100	104 <sup>2</sup> June 24
Rich. & Alleg. st'k trust cft's.	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>	1,100	104 <sup>2</sup> June 24
Richmond & Danville.	15 <sup>2</sup>	15 <sup>2</sup>	15 <sup>2</sup>	15 <sup>2</sup>	15 <sup>2</sup>	15 <sup>2</sup>	15 <sup>2</sup>	15 <sup>2</sup>	1,100	104 <sup>2</sup> June 24
Rochester Utica & Malone.	2 <sup>2</sup>	3 <sup>2</sup>	2 <sup>2</sup>	3 <sup>2</sup>	2 <sup>2</sup>	3 <sup>2</sup>	2 <sup>2</sup>	3 <sup>2</sup>	2,100	10 <sup>2</sup> June 23
Rome Watertown & Ogdensb.	*20 <sup>2</sup>	25 <sup>2</sup>	18 <sup>2</sup>	20	20	20	20	20 <sup>2</sup>	3,000	10 <sup>2</sup> June 23
St. Louis Alton & Terre Haute.	*75	85	75	85	75	85	85	85	100	7 <sup>2</sup> July 3
St. Louis & San Francisco.	*20 <sup>2</sup>	22 <sup>2</sup>	19	20	19	21 <sup>2</sup>	21 <sup>2</sup>	21 <sup>2</sup>	1,100	104 <sup>2</sup> June 24
Do. pref.	*30 <sup>2</sup>	37	40	39	40	39 <sup>2</sup>	41 <sup>2</sup>	41 <sup>2</sup>	40 <sup>2</sup>	1,300
Do. 1st pref.	*80 <sup>2</sup>	84	81	83	83	83	83	83	527	57 <sup>2</sup> May 15
St. Paul & Duluth.	12 <sup>2</sup>	12 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	100	13 <sup>2</sup> June 30
Do. pref.	81 <sup>2</sup>	80	85	80 <sup>2</sup>	84 <sup>2</sup>	84	85	85	1,855	76 <sup>2</sup> Oct. 20
St. Paul Minnep. & Manitoba.	11 <sup>2</sup>	12 <sup>2</sup>	11 <sup>2</sup>	12 <sup>2</sup>	12 <sup>2</sup>	12 <sup>2</sup>	12 <sup>2</sup>	12 <sup>2</sup>	1,270	12 <sup>2</sup> June 23
Texas & Pacific.	49 <sup>2</sup>	50 <sup>2</sup>	49 <sup>2</sup>	50 <sup>2</sup>	49 <sup>2</sup>	51 <sup>2</sup>	51 <sup>2</sup>	51 <sup>2</sup>	2,950	14 <sup>2</sup> June 27
Union Pacific.	49 <sup>2</sup>	50 <sup>2</sup>	49 <sup>2</sup>	50 <sup>2</sup>	49 <sup>2</sup>	51 <sup>2</sup>	51 <sup>2</sup>	51 <sup>2</sup>	9,577	14 <sup>2</sup> June 27
Wabash St. Louis & Pacific.	12 <sup>2</sup>	12 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	5,073	14 <sup>2</sup> June 27
Do. pref.	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	11 <sup>2</sup>	100	10 <sup>2</sup> June 23
<b>NON-MECHANICAL.</b>										
American Tel. & Cable Co.	52 <sup>2</sup>	52 <sup>2</sup>	52 <sup>2</sup>	52 <sup>2</sup>	52 <sup>2</sup>	52 <sup>2</sup>	52 <sup>2</sup>	52 <sup>2</sup>	52 <sup>2</sup>	52 <sup>2</sup>
Banff, Lethbridge & Leduc.	*2 <sup>2</sup>	4 <sup>2</sup>	*2 <sup>2</sup>	4 <sup>2</sup>	*2 <sup>2</sup>	4 <sup>2</sup>	*2 <sup>2</sup>	4 <sup>2</sup>	1,200	10 <sup>2</sup> June 23
Colorado Coal & Iron.	8 <sup>2</sup>	8 <sup>2</sup>	9 <sup>2</sup>	8 <sup>2</sup>	9 <sup>2</sup>					

QUOTATIONS OF STATE AND RAILROAD BONDS, NOVEMBER 28, 1884.  
STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—Class A, 1906.	81	—	Louisiana—7s, cons., 1914	74 <sup>1</sup>	—	N. Carolina—Continued—	18	—	Tennessee—Continued—	38 <sup>1</sup>	40
Class B, 5s, 1906.	99 <sup>1</sup>	—	Ex-matured coupon...	63	—	New bonds, J.J., 92-8	3 <sup>1</sup>	4 <sup>1</sup>	6s, new series, 1914...	38 <sup>1</sup>	40
Class C, 4s, 1906.	78 <sup>1</sup>	—	Missouri—6s, 1886	103 <sup>1</sup>	—	Special tax, all classes...	4 <sup>1</sup>	4 <sup>1</sup>	Camp. m/s, 3-5-6s, 1912	44	46
Class 10s, 1900.	103 <sup>1</sup>	—	6s, due 1889 or 1890	109	—	Do. Wil.C. & R.R.	82	—	Virginia—6s, old...	40	—
Arkansas—6s, 1890.	103 <sup>1</sup>	—	Ala. & Ry., 1891-92	110	—	Consol. 4s, 1910	105 <sup>1</sup>	107	6s, 1890...	40	—
6s, Rock & F. S. iss.	10	—	Fairfield, 1891-92	115	—	6s, 1919...	105 <sup>1</sup>	107	6s, consol. bonds...	39 <sup>1</sup>	—
7s, Memp. & L. Rock RR.	10	—	Hannibal & St. Jo., '86	110	—	Ohio—6s, 1886	105 <sup>1</sup>	107	6s, ex-matured coupon...	39 <sup>1</sup>	—
7s, L. R. P. & N. O. R.R.	10	—	New York—6s, reg., 1887	106	—	South Carolina—	6s, def...	5	8		
7s, Miss. & R. R. 10	10	—	6s, loan, 1891	111	—	6s, Apr. 23, 1889	2	4	District of Columbia—	3-65s, 1924	—
7s, Arkansas Cent. RR.	3	—	6s, loan, 1892	115	—	Brown consol's 6s, 1893	106	—	Registered...	110	—
Georgia—6s, 1886.	100	—	6s, loan, 1893	117	—	Tennessee—6s, old, 1892-8	106	—	Funding 5s, 1899...	110	—
7s, 1886.	101	—	N. Carolina—6s, old, J.J.	30	—	6s, new, 1892-8-1900	38 <sup>1</sup>	—	St. L. A. & T. H.—	110	—
7s, gold, 1890.	110	—	Funding act, 1899	10	—	100	—	St. L. V. & T. H.—	110	—	

## RAILROAD BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
<b>Railroad Bonds.</b>											
<i>(Stock Exchange Prices.)</i>											
Ala. Cent.—1st, 6s, 1918	—		Del. L. & W.—Contin'd—	134	136 <sup>1</sup>	Manhat. B'ch Co.—7s, 1909	77	—	Penn. RR.—Continued—	—	
Ala. Cent.—1st, 6s, 1922	78 <sup>1</sup>	—	Morris & Essex—1st, 7s	113 <sup>1</sup>	115	Metropolit. El.—1st, 1908	107 <sup>1</sup>	—	Pitt.C. & St.L.—1st, 7s	—	119
Atch. T. & S. Fe.—4 <sup>1</sup> s, 1920	—		Bonds 7s, 1891	24 <sup>1</sup>	78 <sup>1</sup>	24 <sup>1</sup> , 78 <sup>1</sup> , 1891	97 <sup>1</sup>	—	Pitt.C. & St.L.—1st, reg., 7s	—	119
Sinking fund, 6s, 1911.	—		1st, 1891	119	—	Metrop. Cent.—4 <sup>1</sup> s, 1911	40	45	Pitts. & St. W.—1st, Chic.	1st	117 <sup>1</sup>
Atl. & Pac.—1st, 6s, 1910.	78	79	1st, consol., guar., 7s	125 <sup>1</sup>	127	Mich. Cent.—Cons. 7s, 1902	122	—	Atch. T. & S. Fe.—1st, 7s	130 <sup>1</sup>	137 <sup>1</sup>
Balt. & O.—1st, 6s, 1910.	113	—	N. Y. Lack. & W.—1st, 6s	118 <sup>1</sup>	119	Consol. 5s, 1902	102 <sup>1</sup>	—	34, 78, 1912	125 <sup>1</sup>	—
Bur. C. Rap. & No. 1st, 5s.	103 <sup>1</sup>	85	Construction, 5s, 1923	97 <sup>1</sup>	100	6s, 1909.	100	—	Clev. & Pitts.—Consol.s 4 <sup>1</sup> s	—	124 <sup>1</sup>
Conso. 1st, 5s, 1934.	86 <sup>1</sup>	82	Coupon, 5s, 1931	—	—	Coupon, 5s, 1931	90	—	4th, s. fd., 6s, 1892	108 <sup>1</sup>	—
Reg. 5s, 1934.	—		Registered, 5s, 1931	—	—	Registered, 5s, 1931	95	—	St. L. V. & T. H.—1st, 7s	119	—
Mo. & St. L.—1st, 7s, 6s.	—		1st, ext., 7s, 1891	112 <sup>1</sup>	—	Jack. Lan. & Sag.—6s, 191	85	—	24, 78, 1898	112	—
Mo. & St. L.—1st, 7s, 6s.	—		Coupon, 7s, 1894	116 <sup>1</sup>	—	Mill. & No. 1st, 6s, 1910	100	—	Pitts. & St. W.—1st, 7s, 1911	108 <sup>1</sup>	—
Mo. & St. L.—1st, 7s, 6s.	—		Registered, 7s, 1894	130	131	Mills & St. L.—1st, 6s, 1921	99 <sup>1</sup>	—	Rome W. & Og.—1st, 7s, 1911	108 <sup>1</sup>	—
Mo. & St. L.—1st, 7s, 6s.	—		1st, Pa. Div., 1917	130	—	Minn. & St. L.—1st, 7s, 1911	118	—	Con. 1st, ext., 5s, 1922	70	—
Mo. & St. L.—1st, 7s, 6s.	—		Alb. & Sud.—1st, 7s	110 <sup>1</sup>	—	Iowa Ext.—1st, 7s, 1909	112	—	Roch. & Pitt.—1st, 6s, 1921	110 <sup>1</sup>	—
Mo. & St. L.—1st, 7s, 6s.	—		1st, consol., guar., 7s	100	—	S'thw. Ext.—1st, 7s, 1910	113	—	Consol. 1st, 6s, 1922	92 <sup>1</sup>	—
Mo. & St. L.—1st, 7s, 6s.	—		1st, cons., guar., 7s, 1906	124 <sup>1</sup>	—	St. Paul.—Ext., 6s, 1921	101	—	Rich. & Alleg.—1st, 7s, 1920	50 <sup>1</sup>	—
Mo. & St. L.—1st, 7s, 6s.	—		1st, cons., guan., 6s, 1906	112 <sup>1</sup>	—	Mo. & K. T.—1st, 6s, 1920	101	—	Rich. & Danv.—Cons., 6s	92	92 <sup>1</sup>
Mo. & St. L.—1st, 7s, 6s.	—		Registered, 6s, 1906	112 <sup>1</sup>	—	Mo. & K. T.—1st, 6s, 1920	101	—	Debenture 6s, 1927	40	45 <sup>1</sup>
Mo. & St. L.—1st, 7s, 6s.	—		1st, reg., 6s, 1921	123 <sup>1</sup>	—	Mo. & K. T.—1st, 6s, 1920	101	—	Atch. T. & S. Fe.—1st, 7s	106	—
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & K. T.—1st, 6s, 1920	101	—	Atch. T. & S. Fe.—1st, 7s	106	—
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & K. T.—1st, 6s, 1920	101	—	Scioto Val.—1st, cons., 7s	—	
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	St. L. & Iron Mt.—1st, 7s	111 <sup>1</sup>	112 <sup>1</sup>	St. L. & Iron Mt.—1st, 7s	111 <sup>1</sup>	112 <sup>1</sup>
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	St. L. & Iron Mt.—1st, 7s	111 <sup>1</sup>	112 <sup>1</sup>	St. L. & Iron Mt.—1st, 7s	111 <sup>1</sup>	112 <sup>1</sup>
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Arkansas Br'ch.—1st, 7s	107 <sup>1</sup>	108 <sup>1</sup>
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Cairo & Fulton.—1st, 7s	105	106
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Cairo Ark. & T.—1st, 7s	103 <sup>1</sup>	105
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Gen. C. & N.—1st, 7s, 1931	67	67
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	St. L. & T. H.—1st, 7s	115	116
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Arkansas Br'ch.—1st, 7s	107 <sup>1</sup>	108 <sup>1</sup>
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Cairo Fulton.—1st, 7s	105	106
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Gen. C. & N.—1st, 7s, 1931	67	67
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	St. L. & T. H.—1st, 7s	115	116
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Ind. & Pac.—1st, 7s, 1921	102 <sup>1</sup>	103
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Tol. Del. & Bur.—Maine 5s	115	120
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Tol. Del. & Bur.—Maine 5s	115	120
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	1st, Dayt. Div., 6s, 1910	—	
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	1st, Terl. trust, 6s, 1910	—	
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Tex. & N. O.—1st, 7s, 1905	82	82
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Sabine Div.—1st, 7s, 1912	82	82
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Va. Mid.—M. inc., 6s, 1927	55	55
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Wabash, St. L. & Pac.—Gen'ls	38	39
Mo. & St. L.—1st, 7s, 6s.	—		Mo. & St. L.—1st, 7s, 1921	124 <sup>1</sup>	—	Mo. & St. L					

## RAILROAD EARNINGS.

Roads.	Latest Earnings Reported.		Jan. 1 to Latest Date.		
	Week or M.	1884.	1883.	1884.	1883.
Ala. St. Southern	October..	109,734	112,563	884,817	853,996
Atch. T. & S. Fe.	September	1,511,016	1,362,983	11,832,819	11,510,993
Atlantic & Pac.	October..	156,000	156,000	392,051	295,721
Bost. H. & W.	2d wk Nov.	9,153	8,080	2,388,432	2,424,189
Bur. Com. R. & No.	2d wk Nov.	63,343	71,617	5,292,960	4,847,202
Canadian Pacific	3d wk Nov.	163,000	123,000	1,214,846	1,077,804
Central Iowa	1st wk Nov.	28,688	32,182	1,123,449	1,123,449
Central Pacific	October..	2,152,000	2,496,091	17,732,496	20,771,323
Ches. & Ohio	2 wk Nov.	128,548	165,800	3,071,850	3,421,000
Ches. L. & B. S.	2 wk Nov.	31,427	27,788	655,167	631,331
Chicago & Alton	2 wk Nov.	63,573	60,017	1,158,400	1,158,400
Chic. & E. St.	3d wk Nov.	202,549	211,718	7,815,236	7,877,697
Chic. & N. W.	2d wk Nov.	36,717	40,600	1,385,681	1,491,979
Chic. Mil. & St. P.	3d wk Nov.	549,000	548,600	20,606,000	20,776,112
Chic. & N. W.	3d wk Nov.	426,029	426,029	20,833,629	22,505,373
Chic. & W. Mich.	3d wk Nov.	128,800	130,000	5,184,998	4,913,229
Cin. Ind. St. L. & C.	2d wk Nov.	26,777	30,161	1,318,314	1,377,644
Cin. N. O. & T. C.	October..	47,293	50,543	2,167,513	2,245,794
Cin. Wash. & Balt.	2d wk Nov.	237,503	260,333	2,137,442	2,127,083
Clev. Akron & C.	2d wk Nov.	36,283	36,324	1,531,698	1,687,788
Clev. Col. & C. Ind.	2d wk Nov.	8,825	9,545	424,327	468,291
Conn. & Northern	September	320,129	411,614	2,767,551	3,225,032
Danbury & Nor.	September	29,174	32,789	1,126,000	1,157,316
Denver & Rio Gr.	September	21,690	16,725	158,581	157,316
Denv. & R. G. W.	1st wk Nov.	111,550	129,747	5,119,192	5,905,600
Des Mo. & Ft. D.	3d wk Nov.	8,379	8,894	316,043	301,938
Det. Lans. & N. W.	2d wk Nov.	22,711	30,424	1,177,004	1,36,334
Dub. & Sioux City	2d wk Nov.	21,348	28,426	282,506	5,747,800
Eastern	October..	323,097	319,175	3,020,971	3,079,967
E. Tenn. & Ga.	October..	412,289	455,593	3,36,633	3,359,593
Flin. & P. Mar.	2d wk Nov.	14,855	14,930	682,504	610,994
Flor. R. & N.	40,721	55,134	1,996,844	2,229,432	
Fr. Worth & D.	October..	21,279	25,162	872,327	792,161
Gar. & H. S. An.	September	40,600	43,665	393,811	312,216
Grand Trunk	Wk Nov. 15	266,231	387,319	1,945,033	2,562,007
Gr. Bay W. & St. P.	2d wk Nov.	342,533	399,753	14,298,285	14,880,110
Guil. Col. & St. P.	October..	7,816	10,760	2,984,423	3,47,831
Hous. E. & W. Tex.	September	207,843	263,434	1,461,291	1,691,892
Hill. Cent. (Illi.)	2d wk Nov.	20,932	25,968	194,484	228,908
Do (Iowa)	September	281,000	307,390	8,763,040	9,450,130
Ind. Bloom. & W.	2d wk Nov.	40,100	51,145	1,479,311	1,766,659
K. C. F. S. & Gulf	1st wk Nov.	56,413	51,765	2,337,597	2,610,409
Kan. C. Sp. & M.	1st wk Nov.	44,837	48,992	2,024,931	1,647,751
Kentucky Cent'l	2 wk Nov.	23,852	29,000	985,000	985,000
Lake Erie & W.	September	34,905	35,314	798,424	742,483
L. R. & Ft. Smith	September	146,000	148,374	1,126,000	1,126,000
L. R. M. Riv. & T.	September	48,271	44,858	355,173	357,240
Long Island	3d wk Nov.	26,419	27,087	227,474	261,675
La. & Mo. River	July	41,157	43,333	2,554,330	2,508,070
Lousy & Nashv.	3d wk Nov.	50,200	52,100	364,730	353,512
Mar. Hough. & Co.	2d wk Nov.	287,470	310,000	12,012,261	12,493,060
Memp. & Charl.	September	8,102	17,545	788,274	854,688
Mex. Nat. No. D.	1st wk Nov.	11,384	101,382	980,060	855,285
Southern Ry.	1st wk Nov.	64,700	70,000	2,507,593	2,507,593
Other lines e.	1st wk Nov.	12,457	13,577	469,585	568,406
Mil. & L. Sh. & West	2d wk Nov.	10,320	10,142	447,933	415,751
Minn. & St. Louis	October..	22,625	22,920	9,534	9,17,432
Mobile & Ohio	October..	171,416	151,576	1,497,024	1,308,435
Nash. Ch. & St. L.	September	1,534,041	2,01,261	1,63,291	1,697,334
N. O. & Northeast	October..	203,747	20,320	1,965,168	1,913,233
N. Y. & New Eng	September	8,011	12,435	348,645	316,253
N. Y. L. Erie & W.	September	281,638	358,571	2,450,114	2,285,433
N. Y. Pa. & O.	September	1,732,739	1,29,014	12,396,411	15,269,335
N. Y. Ohio & W.	September	56,525	71,897	4,154,892	5,107,253
Norfolk & West.	October..	215,418	203,747	1,745,96	813,049
Shenandoah	October..	232,298	27,027	2,194,012	2,274,563
Northern Cent'l	October..	73,855	89,374	631,37	708,464
Northern Pacific	2d wk Nov.	519,795	590,745	4,601,804	5,142,885
Ohio Cent.	2d wk Nov.	236,158	11,311,083	1,025,226	556,996
Ohio & Mich.	2d wk Nov.	24,20	21,313	969,190	1,061,190
Ohio Southern	2d wk Nov.	99,786	106,119	607,877	688,966
Oregon & Cal.	September	12,681	5,483	399,887	313,196
Oregon Imp. Co.	September	100,518	106,300	1,273,76	1,273,76
Pennsylvania	September	289,821	382,242	2,504,893	2,973,363
Peoria Dec. & Ev.	October..	4,447,547	18,754,348	40,846,646	42,769,255
Phila. & Erie	2d wk Nov.	15,513	14,457	669,126	625,524
Phila. & Read. & St.	September	352,265	386,674	2,661,706	3,012,433
Do C. & Iron	September	2,876,451	3,334,217	19,053,434	18,806,214
Richmond & Danv.	September	1,574,070	1,661,194	12,010,951	12,338,853
Ch. Col. & Aug.	October..	429,179	429,833	3,135,733	3,146,808
Columbia & Gr.	October..	96,753	98,203	607,877	628,941
Georgia Pac.	October..	9,019	86,247	516,763	620,189
Va. & Midland	October..	65,990	42,501	1,277,71	1,277,71
West. No. Car.	October..	167,596	176,167	1,351,770	1,420,703
Roch. & Pittsb'g	3d wk Nov.	41,513	44,006	36,658	312,121
Rom. Wat. & O.	August ..	23,430	19,310	1,025,226	1,049,653
St. Johnsb. & L.C.	September	176,533	171,406	1,073,206	1,049,653
St. L. Alton & T. H.	2d wk Nov.	30,080	30,049	214,616	207,931
Do (brech.)	2d wk Nov.	16,090	19,590	1,149,831	1,277,71
St. L. Ft. S. & W.	3d wk Nov.	9,289	8,998	432,750	237,726
St. Paul & Dul'th	3d wk Nov.	92,329	90,606	4,132,200	3,355,919
Do	36,081	34,015	1,31,531	1,200,430	
South. Carolina	October..	1,008,389	91,881	6,570,839	6,489,606
So. Pac. Cal. N.D.	August ..	157,351	146,294	968,264	1,073,250
Do So. Div. I.	August ..	153,099	140,640	919,598	832,941
Do Arizona. I.	August ..	282,881	344,904	3,233,677	2,755,514
Do N. Mex. I.	August ..	130,645	207,124	1,217,276	1,638,219
Texas & N. Or. I.	September	62,994	65,188	1,475,325	1,531,976
Louisiana W'n.	September	69,318	107,074	610,717	830,465
Tex. & St. Louis	September	35,053	62,909	320,615	413,404
Tol. A. & N. M.	October..	36,429	27,763	849,616	973,999
Union Pacific	September	2,499,271	2,881,610	18,370,563	160,953
Utah Central	October..	112,301	116,127	868,513	973,999
Wicks'brg & Mer.	October..	55,113	64,935	357,513	401,688
Wicks'brg & Pac.	October..	46,773	27,495	183,983	97,900
Wab. St. L. & P.	3d wk Nov.	401,000	581,475	1,060,812	982,924
West Jersey	September	131,406	110,932	1,060,812	982,924
Wisconsin Cent'l	2d wk Nov.	29,235	31,289	1,236,182	1,254,448

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business Nov. 22:

Banks.	Average Amount of				
	Loans and Discounts.	Specie.	Legal Tenders.	Net Deposits other than U. S.	Circulation.
New York	10,520,000	2,083,000	2,015,000	11,680,000	\$
Manhattan Co.	7,899,000	2,256,000	2,015,000	8,377,000	450,000
Mechanics	8,145,600	1,045,200	8,030,000	8,924,800	349,200
America	4,52,200	1,703,300	1,703,300	7,767,000	-----
Bronx	10,372,000	4,065,500	4,065,500	13,180,000	215,000
Cit.	2,594,000	380,000	347,000	3,040,000	-----
Tradesmen's	2,135,800	1,473,000	1,473,000	1,34,000	242,700
Fulton	1,039,600	1,246,100	1,246,100	1,701,300	20,700
Chemical	14,354,000	6,603,000	6,603,000	10,000,000	-----
Merchants' Exch.	2,473,800	2,444,500	2,444,500	1,797,000	-----
Gallatin National	4,814,000	1,000,800	433,500	4,377,400	292,500
Butchers' & Drov.	1,682,000	3,87,000	210,700	1,529,300	606,000
Mechanics' & Tr.	730,000	1,000,000	1,000,000	1,000,000	215,000
Garrison	791,500	100,700	292,000	967,300	-----
Leather Manufacturers	3,024,700	397,000	439,300	2,553,400	5,400
Seventh Ward	985,000	88,100	188,800	1,211,800	25,000
City of N. Y.	2,584,000	1,077,900	745,000	4,022,200	-----
America's Exchange	13,652,000	2,425,000	1,840,000	11,840,000	-----
Broadway	5,882,000	2,433,000	1,810,000	12,012,000	-----
Mercantile	5,975,100	638,000	585,400	4,373,000	889,500
Pacific	2,087,600	840,000	849,600	873,900	300,000
Rensselaer	4,367,500	1,061,700	1,061,700	1,061,700	84,000
Chatham	3,276,700	540,000	424,900	4,426,900	420,000
Peoples'	1,364,300	12,000	12,000	1,364,300	240,000
New America	3,002,200	218,000	218,000	3,002,200	240,000
Hanover	1,573,400	2,000	2,000	1,573,400	240,000
Irving	7,531,400	2,988,700	674,700	9,111,700	240,000
Metropolitan	1,93,000	20,000	141,000	1,93,000	-----
Citizens'	2,396,800	1,000,000	451,500	3,444,900	45,000
Nassau	2,175,100	130,000	339,000	2,175,100	270,000
Fourth National	12,799,000	4,171,300	1,341,000	12,799,000	224,400
Central National	6,716,000	1,740,000	1,341,000	8,501,000	260,000
Second National	1,944,000	424,000	333,000	1,944,000	297,000
Ninth National	15,131,900	5,000,000	1,741,000	15,131,900	45,000
First National	12,253,000	1,000,000	1,000,000	12,253,000	215,000
Third National	1,203,000	4,140,000	1,203,000	1,203,000	15,000
North River	1,020,000	20,000	178,000	1,020,000	45,000
East River	1,020,000	133,700	1,000,000	1,020,000	15,000
Fourth National	12,799,000	323,000	228,700	12,799,000	224,400
Central National	12,799,000	323,000	228,700	12,799,000	224,400
Second National	12,799,000	323,000	228,700	12,799,000	224,400
First National	12,799,000	323,000	228,700	12,799,000	224,400
Second National	12,799,000	323,000	228,700</td		

## Investment

AND

## Railroad Intelligence.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Extra copies are sold to subscribers of the CHRONICLE at 50 cents each, and to others than subscribers at \$1 per copy.

## ANNUAL REPORTS.

New York Lake Erie & Western Railroad.  
(For the year ending September 30, 1884.)

The annual meeting of the New York Lake Erie & Western Railroad Company was held in New York on Tuesday, Nov. 25, and marked the beginning of a new era in its history. The change in management, which is practically complete, although four members of the former board were re-elected, assures changes in policy where they will be beneficial to the property. A large pecuniary saving has been already begun in the heavy reductions in the executive and clerical forces, and one of the directors remarked that the expense of the executive department had already been reduced 30 to 50 per cent.

There was only one ticket offered at the meeting. The total vote was 720,750, made up of 469,870 stock and 250,880 bonds. Of this, it was reported that Mr. King voted proxies for \$25,000,000 stocks and bonds, Mr. McCullough \$38,000,000, I. & S. Wormser \$7,500,000, R. Suydam Grant \$2,000,000, and Drexel, Morgan & Co., \$2,000,000. The directors elected are John King, William Whitewright, J. G. McCullough, Ogden Mills, William A. Wheelock, James A. Raynor, William B. Dinsmore, William Libbey, George M. Groves, William L. Strong, J. Lowber Welsh, Henry H. Cook, George W. Quintard, Cortland Parker, James J. Goodwin, William N. Gilchrist and Jacob Hays. All are new members excepting Messrs. Strong, Welsh, Parker and Goodwin. The board was subsequently organized by the election of Mr. John King as President, and the President is now Chairman of the Executive Committee. Of the subordinate officers, E. S. Bowen was re-elected Vice-President and A. R. McDonough Secretary. Charles G. Lincoln was made Treasurer in the place of Bird W. Spencer. The resignation of Charles G. Barber, one of the two assistants to the President, who has been connected with the company since Mr. Jewett's first election, was accepted, but the vacancy was not filled. No one was chosen to succeed Vice-President George R. Blanchard, whose resignation went into effect on Tuesday. The office of Assistant Secretary was abolished, at least temporarily.

The following summary of operations presents at a glance the fiscal results in each of the past two years:

	1884.	1883.	Changes.
Gross earnings.....	\$21,637,435	\$22,892,246	Dec. \$1,164,811
Operating expenses.....	16,358,077	15,444,583	Inc. 913,494
Net earnings....	\$5,279,357	\$7,337,663	Dec. \$2,078,305
Other income.....	1,077,625	876,890	Inc. 200,825
Total.....	\$6,356,983	\$7,234,463	Dec. \$1,877,459
Interest, rentals, &c.,	5,375,736	6,968,978	Dec. 1,593,242
Balance.....	\$931,217	\$1,265,485	Dec. \$284,238
Int. on 2d consols in default to Sept. 30	*1,679,570		
Balance.....	Def. 698,622	Sur. \$1,265,485	Inc. \$1,961,107

This is ten months' interest unpaid from Dec. 1, 1883, to Sept. 30, 1884.

One of the last official acts of Mr. H. J. Jewett, before retiring from his connection with the New York Lake Erie & Western Railroad Company, was to issue his report as President, for the disastrous year 1883-84. The statistics of the annual report, in comparison with three preceding years, are fully compiled in the tables below. Mr. Jewett's report states that:

"The working expenses have been 69.52 per cent of the earnings (including for this purpose the entire gross earnings of the New York Pennsylvania & Ohio road), an increase over the previous year of 4.74 per cent." \* \* \*

"The result of operating the New York Pennsylvania & Ohio road from the commencement of the lease (May, 1883), to September 30, 1884, is as follows:

Net profit for the first five months to September 30, 1883..... \$199,549  
Loss for the year 1884..... 270,281

Net loss to September 30, 1884..... \$70,741

"This loss is small when considered in connection with the depressed condition of railroad business and rates during the past year, and I am convinced that this road will be a source of profit to your company, rather than a burden, and this quite independently of the great strength which it and its connections afford for the control of traffic over it and the road of your company."

## FREIGHT AND COAL TRAFFIC—N. Y. L. E. &amp; W. PROPER.

"There has been carried during the year of merchandise freight 4,696,619 tons, being 688,051 tons less than the amount transported during the previous year. The earnings per ton per mile on this traffic were 74 cents, a decrease from the preceding year of 54 cents.

There was, therefore, due to the depression in this business.. \$1,761,526  
And to depression in rates..... 596,267

Total decrease..... \$2,357,793

Of coal tonnage there was carried during the year 6,375,319 tons, being 205,501 tons less than the preceding year, but an increase in ton-miles of 35,688,921. The earnings per ton per mile on this traffic were 674 cents, being a decrease from the preceding year of 684 cents.

There was, therefore, due to depression in rates..... \$571,712  
But the lesser amount of tonnage having been hauled a greater distance offsets this loss to the extent of..... 270,522

Total decrease..... \$301,190

"If the business of the company had remained equal to that of 1883, with even the very low rates of that year, the earnings would have been sufficient to provide for all its fixed charges." \* \* \*

## SECOND CONSOLIDATED INTEREST.

"The present extent of the stock and funded debt of this company is the result of a programme of re-organization agreed upon by committees of the stock and bondholders of the Erie Railway Company previous to its re-organization in 1878. It was acknowledged, however, that in the then condition of the road and property of the company, it would not be able to meet the charges thus imposed upon it, and at the same time provide for its further extension and improvement, particularly in times of depression in business and of active competition therefor between the railroads.

"Hence, in view of such contingency, it was provided in the second consolidated mortgage and bond that 'in case default in the payment of interest shall be made and shall continue until on each of six successive due dates of coupons some interest on the bonds secured hereby shall be in default,' no proceedings to enforce the same or its provisions upon the company can be instituted until after such continued failure to pay such interest.

"The very state of facts contemplated by these provisions existed on the 1st of June last, when the interest upon the bonds secured by this mortgage matured, and in view of all the facts and circumstances, it was deemed wise by the board of directors to avail itself of this provision of the mortgage and to postpone the payment of the interest due thereon at that date." \* \* \*

## CAR TRUSTS.

Mr. Jewett remarks of the car trust policy that the result of it is "that in 1884, instead of paying out \$316,797 for cars (as in 1879) in which it had no ownership, and over which it had no control, it has received in excess of its payments to other companies for the use of their cars, \$59,982 for the service of its own cars upon their roads, thus making a saving to the company on that account of \$376,779. This saving is more than the interest upon the entire car trusts for 1884, which interest is being reduced from year to year as the car trusts are paid off. When paid off, the cars and engines covered thereby will belong to the company."

The condition of the various car trusts will appear in the following statement. From 1878 to 1884 inclusive, there was paid for principal \$5,158,545 and for interest \$1,649,851. There is yet due on the principal of car trusts \$5,666,000, running up to May, 1892, and payable in fiscal years as follows:

Fiscal Years.	Principal.	Interest.	Total.
1885.....	\$376,000	\$325,200	\$1,201,200
1886.....	822,000	275,070	1,097,070
1887.....	822,000	223,750	1,047,750
1888.....	822,000	176,430	998,430
1889.....	822,000	127,110	949,110
1890.....	718,000	78,000	796,000
1891.....	524,000	38,250	562,250
1892.....	260,000	9,570	269,570
Total.....	\$5,666,000	\$1,253,380	\$6,921,380

## CONNECTING LINES.

"The object and purposes of securing, in the interest of the New York Lake Erie & Western Railroad Company, the Cincinnati Hamilton & Dayton Railroad and the Chicago & Atlantic Railway have been fully stated in previous reports made by the board of directors to the bond and shareholders. There can be no difficulty in maintaining the relations thus sought to be established, and of securing perpetually to the New York Lake Erie & Western Railroad Company the full benefit of such connections and outlets to the various sources of trade reached by them, so long as it complies, in good faith, with the obligations assumed in seeking such connections and necessitated in securing them.

"The Cincinnati Hamilton & Dayton Railway Company has been a self-sustaining organization from the date of such arrangement. The Chicago & Atlantic Railway Company being completed to the point necessary for the through business about May 1, 1883, was opened for that purpose, and has been of incalculable advantage to the New York Lake Erie & Western Railroad Company and its leased line, the New York Pennsylvania & Ohio Railroad, since that time. Without these connections your company would be absolutely dependent upon other and competing lines to and from the various sources of trade in the Northwest, West and Southwest. If it had been in such a state of dependency at the beginning and during the period of the present contest for traffic between the different lines, it is very manifest that its through business would have been reduced to an extent much greater than it has been." \* \* \*

## CHICAGO &amp; ATLANTIC RAILROAD.

Mr. Jewett explains the Chicago & Atlantic bond matter as follows: "For the purpose of providing the necessary means

to put its road in proper condition for active and economical working, both for the through and local business, and to repay to your company the advances it has from time to time made, the Chicago & Atlantic Company was induced to put upon its property a second mortgage, securing bonds to the extent of \$5,000,000. Before the bonds were really prepared for the market, negotiations were entered upon with different parties for their disposition, during the pendency of which the firm of Grant & Ward made application for the purchase of the entire issue of bonds, offering ninety per cent therefor, which price was fifteen per cent above that suggested by any other party or parties. That firm was then in good standing, and was engaged in large financial transactions with other railroad companies and financial institutions of the highest repute in the country. One condition of the negotiations with them, however, was that the bonds should be listed upon the Stock Exchange, for which purpose application was made; but after considerable discussion on the part of the committee of the Stock Exchange having the subject in charge, the application was rejected because of a defect in the engraving of the bonds. This involved a re-engraving of the bonds which necessitated a delay of some weeks. In the meantime the business of the country and the relations between the railroad companies, instead of improving as hoped for, became more and more depressed and the competition between the roads more active and with reduced rates of transportation. The advances to the Chicago & Atlantic Railway had been made by your company.

"My anxiety to recoup the treasury for these advances (I having no reason to doubt either the integrity or solvency of Grant & Ward) led to a change in the arrangement from an absolute sale to a temporary loan and a conditional sale and to a reduction of the amount of the bonds to be placed in their hands from \$5,000,000 to \$2,500,000. Upon this amount they agreed to advance \$1,500,000 upon notes to run for a period of four months, which were to be returned canceled at the end of that time, and to carry the loan for the full period of one year, during which time they represented (and I had every reason to believe it) their ability to dispose of the bonds at the price agreed upon, retaining from the proceeds thereof the \$1,500,000 so advanced, and accounting to the Chicago & Atlantic Company (or to your company, as the state of the account between the two companies might justify), for the balance of the proceeds of the bonds. Before the four months expired, however, they suspended, and it was then discovered that among their other transactions, they had used the bonds in the meantime, as well as the notes given to them as above stated, to raise money for their own purposes." \* \* \* "Your company could lose nothing by the transaction, even if it were obliged to redeem its notes at their face value, because it had already received into its treasury the entire proceeds thereof, amounting to \$1,500,000, and had credited that amount upon the advances to the Chicago & Atlantic Company. If, therefore, the necessity arose for it to redeem its notes, the effect would be simply to re-instate the relations to the Chicago & Atlantic which existed previous to the negotiation. The only damage which could result to it would be the effect which the failure might have upon its credit." \* \* \*

In regard to the English committee that came to New York, Mr. Jewett says: "This committee, after its arrival in New York, without inquiry of sources from which facts could be obtained, or without giving credence to facts when stated to them, circulated the most serious and unfavorable comments upon the company, its condition, its ability to meet its obligations, the danger of legal proceedings, &c., all of which more seriously impaired and injured the credit of the company than the failure of Grant & Ward or, indeed, any two such failures would have done, had they taken place." \* \* \* "The company, in the process of its various improvements, had incurred a limited indebtedness, which was fully secured by collaterals deposited with the parties who held its obligations. It had the ordinary current debts for supplies, labor and other items, which, when added to the bills payable and to the loans secured as above stated, amounted to between four and five millions of dollars, all of which the committee designated as 'floating debt,' and they undertook to relieve the company from the embarrassment arising from their visit by agreeing to raise the money necessary to pay such debt." \* \* \* "The steps necessary on the part of the board to accomplish this change (of executive) had, however, hardly been entered upon, when it became an acknowledged fact that the English committee, who had agreed to furnish the money for the considerations before stated, were either unwilling or unable to do so, and that their programme for the company's relief was, to that extent at least, a failure. Subsequently, three gentlemen in this city of known financial ability proffered to assume to a certain extent, if no further, the obligations of the English committee, provided that the gentleman named by the committee as successor to the executive be chosen, which proffer was accepted by the board of directors. It is to be hoped they will make good their assurances, and that the arrangement will prove a satisfactory and profitable one to the company."

The tables of comparative statistics, compiled for the CHRONICLE, for four years past (including the N. Y. Pennsylvania & Ohio RR. from May 1, 1883, of which 68 per cent of the gross earnings are included), are as follows:

## ROAD AND EQUIPMENT.

	1880-81.	1881-82.	1882-83.	1883-84.
Miles owned .....	510	580	592	594
Miles' sed & contr'd .....	480	4-0	1,023	1,028
Total operated ..	1,620	1,060	1,620	1,622

	1880-81.	1881-82.	1882-83.	1883-84.
Locomotives .....	544	564	*564	*805
Pass., mail & exp. cars .....	405	435	*613	616
Freight cars .....	20,691	26,200	*25,040	24,887
Coal and other cars .....	3,218	2,636	*12,309	12,193

\* In 1883 including all N. Y. Pa. & Ohio equipment except locomotives, and in 1884 including locomotives also.

## OPERATIONS AND FISCAL RESULTS.

	1880-81.	1881-82.	1882-83.	1883-84.
Passengers carried ..	6,144,158	6,784,195	6,934,724	6,734,045
Passenger mileage ..	200,483,790	225,130,883	247,147,117	235,105,058
Rate \$ pass., \$ mile ..	2-016 cts.	1-947 cts.	1-969 cts.	2-189 cts.
Freight (tons) moved ..	11,086,823	11,895,238	13,610,623	16,219,598
Freight (tons) mfg'd ..	198,439,455	195,438,971	230,694,680	249,888,976
Avg. rate \$ ton \$ mile ..	0-505 cts.	0-749 cts.	0-780 cts.	*0-685 cts.
<b>Earnings—</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
Passenger .....	4,041,267	4,384,510	4,632,229	4,675,872
Freight .....	15,992,275	14,642,129	17,213,611	15,773,004
Mail, exprs., rents, &c. .....	682,063	949,136	956,396	1,188,559

Total gross earn'gs .....	20,715,605	19,975,774	22,802,244	21,637,435
<b>Operat'ns Expenses—</b>				
Maintenance of way .....	2,098,005	1,995,368	2,720,174	2,602,368
Maintenance of cars .....	1,056,805	1,009,632	1,290,086	1,247,324
Motive power .....	3,782,862	3,639,596	4,443,908	4,749,570
Transp. expenses .....	5,151,335	5,832,979	6,121,979	5,795,155
General expenses .....	466,323	610,578	558,336	699,660

Total .....	13,256,230	13,088,093	15,444,583	16,358,077
<b>Net earnings .....</b>	<b>7,459,375</b>	<b>6,887,681</b>	<b>7,357,663</b>	<b>5,279,358</b>
P. e. op. exp. to earn's .....	64-00	65-50	64-78	69-52

\* In all the figures for 1883-84 the N. Y. Pa. & Ohio statistics are included for the entire year, but in 1882-83 they were included for five months only, which accounts for the apparent increase in business in 1883-84. The figures of traffic do not include coal and other supplies for the New York Lackawanna & Western Company's use.

## COMPARATIVE STATEMENT OF PROFIT AND LOSS FOR FISCAL YEARS ENDING SEPT. 30.

	1881-82.	1882-83.	1883-84.
<b>Credits—</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
Farnings—Main line & branches .....	19,975,774	22,802,247	21,637,435
Working expenses .....	13,088,093	15,444,583	16,358,077
<b>Net earnings .....</b>	<b>7,459,375</b>	<b>6,887,681</b>	<b>5,279,358</b>

## Total credits .....

7,668,335 8,234,463 6,356,983

## Debits—

\$ \$ \$

Pavonia ferries—expenses .....	6,887,680	7,357,661	5,279,357
Pavonia Horse RR.—expenses .....	281,151	304,231	301,918
Pavonia Horse RR.—interest .....	21,979	21,760	21,720
N. Y. L. E. & W. baggage express .....	70,235	72,659	73,108
Weehawken docks—earnings .....	35,521	18,916	17,954
Grand Opera House, &c.—rents .....	20,556	3,805	5,317
Unclaimed baggage, &c. .....	2,849	2,537	1,181
Brooklyn Annex—earnings .....	18,818	24,710	20,741
Elevator at Buffalo .....	49,244	22,226	61,500
Blake's dock, Buffalo—earnings .....	82	70,391	43,912
Interest on securities .....	238,593	299,070	477,975
Sterling exchange .....	1,134	728	502
Paterson & Newark RR.—rent .....	5,840	6,177	3,171
Rent and expenses of stock yards .....	31,643	9,639	27,395
Ent. buildings—rent .....	.....	19,920	18,232

Total credits .....

7,668,335 8,234,463 6,356,983

Debits—			
Pavonia ferries—expenses .....	245,108	266,638	260,040
Pavonia Horse RR.—expenses .....	21,851	26,872	29,621
do interest on bonds .....	7,000	6,878	7,123
N. Y. L. E. & W. baggage express .....	67,045	76,683	71,014
Weehawken docks—expenses .....	28,442	25,107	25,599
Grand Opera House, &c.—exp'ses .....	37,848	15,518	20,003
Unclaimed baggage, &c. .....	4,514	4,024	4,047
Brooklyn Annex—exp'ns .....	34,924	39,856	38,299
Elevator at Buffalo—expenses .....	36,167	11,707	40,722
Blake's Docks, Buffalo—expenses .....	19,556	37,729	42,260
Interest on funded debt .....	4,316,369	4,546,396	*4,605,487
Long Dock Co. bonds—interest .....	210,000	210,000	210,000
Weehawken Docks—interest .....	61,453	64,453	64,453
Guaranteed interest .....	50,908	50,908	50,908
Interest on loans .....	94,447	91,633	104,103
Interest on mortgages, &c. .....	17,076	18,021	16,431
Interest on equipment .....	316,418	464,358	358,834
Rentals of leased lines .....	704,361	724,003	723,053
Susp. Br. & E. J. RR.—rent .....	18,296	13,237	14,909
Countersigning bonds .....	1,256	.....	.....
London office expenses .....	13,518	13,756	12,582
State of New York—taxes .....	130,502	127,524	120,510
State of Pennsylvania—taxes .....	24,548	11,647	11,764
State of New Jersey—taxes .....	26,421	20,000	42,399
Claims prior years .....	8,625	489	15,181
Erie Building—expenses .....	.....	10,385	1,143
New York State taxes for 1880 .....	.....	56,060	.....
N. J. State taxes for 1879-80 .....	.....	11,436	.....
Extending 3d mortgage bonds .....	.....	24,260	24,260
Railroad Commissioners' exp'ses .....	.....	.....	5,523
Adjust. earnings of N. Y. Pa. & O. .....	.....	.....	135,038

Total debits .....

6,501,693 6,968,978 7,055,606

Surplus income .....	1,166,642	1,263,485	*def. 698,622
----------------------	-----------	-----------	---------------

\* This allows for full interest on 2d. consolidated bonds, though only two months' interest of that fiscal year was actually paid.

## CONDENSED BALANCE SHEET SEPT. 30, 1882, 1883 AND 1884.

1882. 1883. 1884.

Construction—Main line .....	4,542,721	4,737,102	4,848,967
Third rail .....	1,424,466	1,178,449	1,191,091
Equipment .....	1,580,758	2,315,190	4,058,721
Real estate .....	580,250	612,499	533,261
Construction branch lines .....	401,546	443,258	560,521
N. Y. Pa. & Ohio, construction .....	.....	46,749	.....
Buffalo elevator .....	211,367	211,367	305,993
Ship basin and docks, Jersey City .....	214,539	214,539	214,539
Lehigh docks, Buffalo .....	126,714	126,714	137,964
Weehawken docks, construction .....	37,113	40,503	40,503
Blake's docks, Buffalo .....	134,545	153,345	153,344
New York & Fort Lee RR .....	25,346	25,346	25,346
Improve'ts at 40th St. stock yds. .....	31,566	31,566	31,566
Flag's railway gate .....	3,500	2,500	3,500
N. Y. Pennsylvania & Ohio .....	.....	.....	93,229
Paid on account of equipment .....	2,602,501	3,800,306	3,532,347
Stocks of other companies .....	3,269,107	2,909,652	2,955,315
Bonds of other companies .....	273,8-0	293,819	293,819
A'm't due by ag'ts, other Cos., &c. .....	3,158,479	4,298,852	3,862,297
Advances .....	1,491,309	3,405,420	4,037,010
Materials at shops, &c. .....	976,095	1,596,229	897,899
Cash on hand .....	508,617	322,460	340,485
Cash in London to pay coupons .....	14,126	10,900	14,631
Bills receivable .....	34,667	34,667	59,647

	1882.	1883.	1884.
	\$	\$	\$
Marine National Bank			150,994
Discount on common stock	269,675	249,675	269,673
Discount on bonds	29,788	476,163	476,163
Estate of the Erie Railway, &c.	150,639,735	150,311,883	150,447,676
Extending 3d mortgage		218,340	184,030
Total debits	172,602,350	178,089,495	179,815,587
<i>Credits—</i>		\$	\$
Common stock issued	77,037,600	77,150,600	77,192,100
Preferred stock issued	7,987,500	8,134,800	8,140,800
Funded debt (see <b>SUPPLEMENT</b> )	70,267,138	75,267,137	75,268,185
Loans payable	650,000	534,000	2,255,533
Bills payable	49,500	173,634	1,053,415
Interest on bonds due and accrued	1,157,875	1,292,002	2,288,961
Preferred stock dividends	4,380	4,524	7,938
Rentals of leased lines, &c.	311,051	409,851	410,846
N. Y. Pa. & Ohio rent		632,166	327,666
Pay-rolls for September	684,826	939,584	895,583
Audited vouchers for supplies	1,652,411	1,810,304	1,918,303
Traffic balances, &c.	598,066	1,018,521	617,156
Sundries	130,479	217,567	150,594
Assessments on com. stock Erie Railway (\$4 per share)	2,791,224	2,791,224	2,791,224
Assessments on pref'd stock Erie Railway (\$2 per share)	116,490	116,493	116,490
Interest on assessments, &c.	376,737	376,737	376,733
Balance of advances to construction and improvements	2,236,667	1,000,000	100,000
Sinking fund, first lien bonds	6,470,373	7,120,354	5,903,043
Profit and loss			
Total credits	172,602,350	178,089,495	179,815,587

### GENERAL INVESTMENT NEWS.

**Chicago & Eastern Illinois.**—A dividend of 2 per cent on the income bonds of this railroad will be paid on and after Dec. 1, 1884. Gross and net earnings have been as follows :

	September.	—3 mos. July 1 to Sept. 30—	
	1884.	1883.	1883.
Gross earnings	\$153,874	\$158,228	\$132,780
Operating expenses	73,751	12,995	216,143

Net earnings \$80,123 \$95,231 \$216,637 \$239,596

**Chicago & Northwestern.**—The directors of this railroad company declared the regular quarterly dividend of 2 per cent on the preferred stock, and a semi-annual dividend of 3½ per cent on the common stock. Both dividends are payable Dec. 26. The books of the company will close Dec. 3 and re-open Dec. 29. Vice-President Sykes stated that the company's business during the five months ending Nov. 1 had been satisfactory, and the earnings during that period had been sufficient to pay the dividends just declared. Mr. Sykes also said that the operating expenses of the road had been reduced \$600,000 within the last five months, as compared with the figures for the corresponding period of last year.

**East Tennessee Virginia & Georgia.**—Gross and net earnings are reported as follows :

	October.	—July 1 to Oct. 31—	
	1884.	1883.	1883.
Gross earnings	\$412,289	\$155,593	\$1,372,360
Operating expenses	211,384	218,117	797,581

Net earnings \$200,905 \$238,476 \$374,964 \$756,851

**Kentucky Central Railroad.**—The committee of the New York Stock Exchange has listed 1,880 additional bonds of this company, making in all \$6,380,000, and 11,000 shares of the Kentucky Central stock. This road is at present operated by, and as part of, the Chesapeake & Ohio Railway system. It furnishes the Cincinnati terminus to the East Tennessee Virginia & Georgia, as well as the Chesapeake & Ohio, and by the construction of a short gap between Elizabethtown and Lexington, will also furnish a Cincinnati connection for the Chesapeake Ohio & Southwestern and Louisville New Orleans & Texas roads, thus establishing a third through line between Cincinnati and the Gulf cities and Texas.

**Lake Shore & Michigan Southern.**—The statement of the earnings, operating expenses and net income of the Lake Shore and Michigan Southern Railway for the quarters ending September 30 and June 30, is as follows :

	Quarter end'g Sept. 30, '84.	Quarter end'g June 30, '84.
Gross earnings	\$3,741,269	\$3,538,378
Operating expenses	2,221,916	2,030,211
Net earnings from operation	\$1,519,353	\$1,08,167
Operating cost	(59,39)	(57,38)
Gross income from all sources	\$1,519,353	\$1,508,167
Deductions from income as follows:		
Interest on funded debt and guaranteed stock proportion for the quarter	\$32,742	\$79,992
Taxes, proportion for the quarter	135,000	135,000
Rentals, proportion for the quarter	111,266	110,27
Net income from all sources	\$1,099,008	\$1,03,261

#### GENERAL BALANCE SHEET (CONDENSED).

Assets.	
Cost of road and equipment	\$34,000,000
Stock and bonds of other companies	13,771,948
Other permanent investments	4,849,379
Advances to Valley Railroad	276,603
Due by agents and others	1,5,900
Supplies on hand	1,125,423
Cash on hand	87,508
Total	\$105,615,865

  

Liabilities.	
Capital stock, common	\$49,466,700
Capital stock, guaranteed	533,50
Funded debt—U. S. & M. S. Ry.	46,442,000
Funded debt—Det. Mon. & Toledo Road.	924,000
Funded debt—Kal. & White Pigeon Road.	600,00
Int. on funded debt accrued and not due	877,117

Quarter end'g Sept. 30, '84.	Quarter end'g June 30, '84.
Quarterly dividend due, 1½ per cent	\$741,997
Due for wages, supplies, etc.	2,755,941
Profit and loss	3,241,769
	\$105,615,865

**Louisville New Orleans & Texas.**—Among the securities recently admitted to the Stock List are the first mortgage bonds of this company. These bonds bear 5 per cent interest, and are issued at the rate of \$30,000 per mile on the main line of the road, 455 miles in length, aggregating \$13,641,000, interest payable March and September. This prominent new railroad, a part of the "Huntington system" of roads, connects closely with the Chesapeake Ohio & Southwestern at Memphis, and with the Southern Pacific and Morgan Line steamers at New Orleans, and by a "cut off" from Baton Rouge, now in progress, will make a short route to the Texas, California and Mexican roads in that interest. The road has but recently been opened throughout for traffic, and it comes in season for the moving of the cotton and sugar crop of the present year, as well as for the passenger business of the New Orleans Exposition. Although parallel with the Mississippi River, and distant only a few miles from it, it traverses the line of densest settlement, and touches in its course many towns and cities from which it will derive immediate benefit.

**Manhattan Elevated.**—Following is a statement of the business of the Manhattan Elevated Railroad Company for the quarters ending Sept. 30 and June 30 :

	Quarter ending Sept. 30, 1884.	Quarter ending June 30, 1884.
Gross earnings	\$1,529,734	\$1,728,742
Operating expenses	888,245	947,229
Net earnings from operation	\$641,489	\$781,512
Income from other sources	20,515	20,315

	Net income from all sources	Interest on funded debt of the New York and Metropolitan elevated railroad companies	Taxes	Rents
Deductions from income as follows:	\$362,001	\$341,019	\$22,667	4,157
Interest on funded debt of the New York and Metropolitan elevated railroad companies	\$341,019	\$340,801	\$28,962	3,475
Total deductions	\$368,141	\$368,238		
Net income from all sources	\$293,839	\$433,588		

**Northern Central Railway Company.**—The comparative statement of gross earnings and expenses for October and for the ten months ended October 31, is as follows :

	October	—10 mos. ended Oct. 31—		
	1884. 1883. 1884. 1883.			
Gross earnings	\$519,794	\$590,747	\$1,04,963	\$3,142,884
Operating expenses	243,617	280,785	2,519,652	2,775,813
Extraordinary expenses	35,362	23,674	314,383	295,633

Total expenses	\$279,009	\$34,460	\$2,934,036	\$3,071,446
Net earnings	\$210,785	\$236,287	\$1,770,766	\$2,071,138

**Pennsylvania Railroad.**—The gross and net earnings for October and for ten months are specially compiled for the CHRONICLE in the tables below. The result of the operation of all the lines east of Pittsburgh and Erie for the month of October was a decrease of \$293,448 in net earnings and for the ten months a decrease of \$827,736 this year, compared with the same period in 1883. On the lines west of Pittsburgh there was a decrease in net profits of \$161,314 for October and a decrease of \$1,686,539 for the ten months, as compared with 1883 :

LINES EAST OF PITTSBURG AND ERIE.	Gross Earnings.	Net Earnings.
1884. 1883. 1884. 1883.		
Six months	\$23,333,219	\$21,352,579
July	3,9,9,085	4,130,950
August	4,617,894	4,775,880
September	4,458,871	4,634,998
October	4,447,547	4,875,38

Total 10 mos. \$40,816,646 \$42,769,255 \$15,467,962 \$16,295,697

As to the lines west of Pittsburgh and Erie, the monthly reports issued in 1883 and for the current year show the results below. The company's returns, however, state a loss since January 1 in the present year, compared with the same period in 1883, of \$1,681,247.

LINES WEST OF PITTSBURG & ERIE.	Net Surplus over all Liabilities.	Def. in 1884.
1884. 1883.		
Six months	Def. \$72,190	\$182,931
July	3,168	126,759
August	18,974	247,490
September	52,845	318,522
October	131,487	292,801

Total 10 months Def. \$518,036 \$1,168,503 \$1,686,539

**Philadelphia & Reading—Central of New Jersey.**—President Keim, of the Reading Railroad, forwarded a letter to Receiver Little, of the Central Railroad of New Jersey, declining to pay the December dividend. The letter was dated Nov. 24, and stated that, the Receivers having declined to pay the money for the December dividend on Central of New Jersey stock, the Managers applied to the Court for an order directing such payment. This application was mainly based on the fact that about \$1,500,000 in stock or bonds was due to the Philadelphia & Reading Company as lessee, on account of improvements made by them. "The objects for which the money furnished by the Philadelphia & Reading Company was applied by your company on capital accounts have been as follows:

For payment of principal of Car Trust Certificate	\$680,604
Other bonds and certificates of indebtedness paid off	115,630
Mortgage on real estate paid off	1,313
Floating debt paid off	357,003

Interest accrued prior to June 1, 1883, paid off	\$717,811
Wages, materials, bills and book accounts due June 1, 1883, paid off	1,025,552
Taxes due prior to June 1, 1883, paid off	191,835
Bank accounts, tickets, etc., etc.	53,219
	<hr/>
Less cash assets and book accounts of Central Railroad Company of New Jersey existing June 1, 1883, and since realized	1,358,049
Total indebtedness paid off	\$1,758,097
Expenditures for permanent improvements	261,629
Total expenditures for capital account	\$2,019,727
From which deduct amount of bonds already received on account	60,000
Balance	\$1,149,727

The argument on the injunction recently granted by the New Jersey Court to prohibit the New Jersey Central Railroad from issuing any of its securities to the Reading Company has been postponed till Dec. 2. In the meantime, the restraining order was removed on Mr. Gowen's giving his word that no issue of stocks or bonds should be made before Dec. 2.

The Receivers of the Philadelphia & Reading have made arrangements with Messrs. Drexel & Co. to purchase the coupon and registered interest of the 6 and 7 per cent consolidated mortgage bonds, amounting to \$827,525, due on Dec. 1. The Messrs. Drexel state that the interest which was bought by them in June from the Receivers was re-paid within one month, and that the present advance is to be provided for in like manner.

**Pittsburg & Western—Pittsburg Cleveland & Toledo.**—The *Philadelphia Press* gives the following account of negotiations between these companies: "The Pittsburg & Western Railroad also owned one-third of the road, and after the troubles of Mr. Garrison, the Pittsburg & Western bought the whole road. Messrs. Garrison, Andrews and McCreery did not make much money by the sale, but they cleared all expenses. The Cleveland & Toledo road was a valuable link in the system of the Baltimore & Ohio westward by means of the Junction and Pittsburg & Western, and it has endorsed the issue of bonds of the company. It has been stated that it endorsed the lease, but in reality it was the bonds which were endorsed. The Pittsburg & Western bound itself to pay into the Central Trust Company or some other trust company or bank in the city of New York \$2,000 monthly from the earnings of the Pittsburg & Western and the Pittsburg Cleveland & Toledo, to meet the interest charges on the \$2,400,000 of first mortgage bonds of the Pittsburg Cleveland & Toledo. The Pittsburg & Western then agrees to transfer to the Baltimore & Ohio 15,000 shares of Pittsburg Cleveland & Toledo stock. The Pittsburg & Western agrees to pay \$500 a day into the First National Bank of Pittsburg to the credit of the Baltimore & Ohio until the \$12,000 a month has been deposited.

"If the Pittsburg & Western fails to keep its contract it must transfer the lease of the Pittsburg Cleveland & Toledo, with all rights and privileges, to the Baltimore & Ohio."

**Texas & Pacific.**—The committee of bondholders in Philadelphia have accepted the modified agreement offered by Mr. Jay Gould, and President George B. Roberts of the Pennsylvania Railroad is the director agreed upon by the representatives of each party. The ticket to be voted for at the next election, in March, 1885, is as follows: John A. Wright, John Markoe, James P. Scott, Charles O. Baird, John C. Bullitt, J. J. Wistar, John N. Hutchinson, William Winsor, Jay Gould, R. S. Hayes, Russell Sage, Thomas T. Eckert, George J. Gould, Frederick L. Ames, A. L. Hopkins, John C. Brown and George B. Roberts. The first eight of these represent the bondholders, the eight headed by Jay Gould represent the stockholders, and Mr. Roberts, as stated above, is satisfactory to both parties. The agreement is said to embrace the following points: The interest on the consolidated bonds is to be paid in cash. The new terminal bonds are to be used for money borrowed. Arbitration by railway experts to examine into the question of rates with connecting lines, and, if inequitable, to adjust them. Rio Grande division and New Orleans Pacific coupons are to be funded one at a time as needed under the present scheme on the basis of  $\frac{1}{2}$  cash and  $\frac{1}{2}$  in the new terminal bonds. Coupons of consolidated bonds, though paid, are not to be canceled, but to be held in trust to protect the company against suits of Income and Land Grant bond holders. Notice is issued by the Texas & Pacific Company that the requirement obliging holders of the Rio Grande Division and N. O. Pacific bonds to present their bonds to be stamped have been dispensed with. Holders of bonds that have already been stamped can have the stamp canceled, if desired, by presenting their bonds at the office of the company.

**Practical Banking.** By ALBERT S. BOLLES.—The author of this work frankly states that his aim has not been to produce an original work but the best text book on the subject; and to this end he has called to his aid and publicly acknowledges the services rendered by bank cashiers, Clearing House managers, secretaries of trust companies and other practical men connected with financial institutions. The work is treated under four divisions: Part I. relating to Deposit and Discount Banking; Part II. relating to Savings Banks; Part III, relating to Clearing Houses; Part IV. to Loan and Trust Companies.

This work on Practical Banking is therefore specially intended for those desiring to learn how the banking business is conducted. Homan's Publishing Company, 251 Broadway. Price \$3.

## The Commercial Times.

### COMMERCIAL EPITOME.

FRIDAY NIGHT, Nov. 23, 1884.

The intervention this week of a close holiday (Thanksgiving) has had its usual effect upon trade, although the cold weather has not been without its natural effect in improving some branches of business. Reduction of wages and the curtailment of production in manufactures and mining have made further progress, and there can be no doubt that the new year will open on a plane very favorable to a substantial revival of industry and commerce. The reduction in wages is attended with a reduced cost of living, and reduced cost of production promises not only revived trade, but an extension of its field.

The speculation in lard futures was much depressed early in the week; but a comparatively small number of swine marketed at the West, and a firmer feeling in corn, caused a re-action toward better prices on Wednesday. To-day the market was again weak, closing at 7 $\frac{1}{4}$ @7 $\frac{1}{2}$ c. for the next three months and 7 $\frac{1}{4}$ c. for February, with the later deliveries nominal. Spot lard has been less active, and closes at 7 $\frac{1}{2}$ c. for prime city, 7 $\frac{3}{4}$ @7 $\frac{3}{4}$ c. for prime Western and 7 $\frac{5}{8}$ @7 $\frac{5}{8}$ c. for refined for the Continent. Pork has further declined, and closes at \$13@13 25 for mess. Cut meats and bacon have favored buyers, but close steadier. Butter is easier at 20@30c. for creamery. Cheese firm at 8 $\frac{1}{2}$ @12 $\frac{1}{2}$ c. for State factory.

The following is a comparative summary of aggregate exports from Oct. 27 to Nov. 22.

	1884.	1883.	
Pork, lbs.	2,738,200	4,825,800	Dec. 2,087,600
Bacon, lbs.	25,287,766	26,379,334	Dec. 1,941,568
Lard, lbs.	16,718,803	19,372,817	Dec. 2,624,914
Total	44,774,769	50,577,951	Dec. 5,803,182

Brazil coffees on the spot close barely steady, but the advance of last week to 10c. for fair cargoes of Rio is nominally maintained. Options, however, have sharply declined, under the increased selling movement, and to-day closed with sellers at 8 $\frac{1}{2}$ c. for Dec., 8 $\frac{3}{4}$ c. for Jan., 8 $\frac{3}{4}$ c. for Feb., 8 $\frac{4}{5}$ c. for March and 8 $\frac{5}{8}$ c. for April. Mild coffees have sold fairly to the trade. Raw sugars have been dull, and were to-day quoted at a further decline to 13-16@14 15-16c. for fair to good refining, on the spot, while the speculation is quite dormant. Refined sugars are also cheaper and unsettled; crushed 6 $\frac{1}{2}$ @6 $\frac{1}{2}$ c., and standard "A" 5 $\frac{1}{2}$ @5 $\frac{1}{2}$ c. Teas quiet; Japans, 14@20c.; China black, 14@37c.

Kentucky tobacco has remained very quiet throughout the week, and prices are nominally as last quoted, being held with much apparent firmness. Seedleaf tobacco also shows a limited movement, and prices of most grades turning in favor of buyers. Sales for the week include 150 cases 1883 crop Pennsylvania on private terms; 350 cases 1882 crop do., 9@14c.; 120 cases 1881 crop do., 6@11c.; 130 cases 1883 crop New England, 12 $\frac{1}{2}$ @35c.; 100 cases Wisconsin Havana seed, 16@35c.; 80 cases 1882 crop State Havana, private terms, and 120 cases sundries, 5@25c.; also 325 bales Havana, 80c.@\$1 18 and 120 bales Sumatra, \$1 30@\$1 60.

The speculation in crude petroleum certificates has been rather dull throughout the week, and the fluctuations in prices, in the absence of important advices from the wells, have not been important, but the tendency of prices has been upward, and to-day something of a "short interest" appeared, causing a sharp advance to 77c., closing firm. Refined oil is unchanged. Spirits turpentine has been doing better with speculative transactions at 32 $\frac{1}{2}$ c. for December and 33c. for January, but the close is quiet and other naval stores more or less nominal.

In metals, the speculation in pig iron has gained strength. At to-day's exchange certificates were quiet at \$16 50@17 25 bid. Tin at some decline closed about steady; Straits, 16 $\frac{1}{2}$ @16 $\frac{1}{2}$ c., on the spot, and 16 $\frac{1}{2}$ @16 $\frac{1}{2}$ c. for future delivery. Tin plates are dull and easier. Copper heavy at 12 $\frac{1}{2}$ c. for Lake. Lead nominal at 3 $\frac{1}{2}$ @3 $\frac{1}{2}$ c. for domestic. Spelter dull at 4 $\frac{1}{2}$ @4 90c. for domestic and foreign.

Ocean freight room continues scarce and rates have in some cases further advanced, while shipments have been greatly delayed. To-day 7d. was paid for grain to Liverpool by steam, while current rates were 7 32d. for cotton, 35s. for cheese and 27s. 6d. @30s. for bacon. To London 6 $\frac{1}{2}$ d., to Bristol 6 $\frac{1}{2}$ @6 $\frac{1}{2}$ d. for grain, by steam. To Cork for orders, charters have been nominal; grain vessels 5s. for Dec., loading at 4s. 9d. for Jan., and petroleum vessels 3s. 3d. @3s. 6d. To United Kingdom and the Continent large vessels with petroleum are done at 2s. 3d. @2s. 6d. The export movement in wheat evidently awaits a lower range of ocean freight.

## COTTON.

FRIDAY, P. M., November 28, 1884.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Nov. 28), the total receipts have reached 281,693 bales, against 258,774 bales last week, 269,114 bales the previous week and 257,041 bales three weeks since; making the total receipts since the 1st of September, 1884, 2,505,451 bales, against 2,420,284 bales for the same period of 1883, showing an increase since September 1, 1884, of 85,167 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston ....	2,720	5,633	3,143	2,392	4,480	3,661	22,599
Indianola, &c.	....	....	....	....	....	296	296
New Orleans ....	17,461	21,925	11,871	12,024	16,650	13,273	93,207
Mobile ....	1,864	1,890	3,950	3,190	1,593	2,662	14,551
Florida ....	....	....	....	....	....	6,728	6,728
Savannah ....	6,096	9,991	5,016	5,331	6,149	6,762	33,315
Brunsw'k, &c.	....	....	....	....	....	1,000	1,000
Charleston ....	5,654	6,199	5,094	5,217	4,161	3,941	30,496
Pt. Royal, &c.	....	....	....	....	....	1	1
Wilmington ....	756	795	987	857	700	755	4,860
Moreh'd C., &c.	....	....	....	....	....	423	423
Norfolk ....	5,702	10,583	8,278	7,367	6,785	5,185	43,900
West Point, &c.	....	....	....	....	....	21,279	21,279
New York ....	192	85	32	177	....	....	486
Boston ....	841	997	660	456	510	....	3,503
Baltimore ....	....	....	....	....	....	248	218
Philadelph'a, &c.	1,196	22	90	87	....	72	1,467
Totals this week	42,555	58,210	39,010	37,598	41,003	66,316	284,632

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1884, and the stock to-night, and the same items for the corresponding periods of last year.

Receipts to November 28	1884.		1883.		Stock.	
	This Week.	Since Sep. 1, 1884.	This Week.	Since Sep. 1, 1883.	1884.	1883.
Galveston ....	22,599	206,819	32,988	343,599	59,133	95,695
Indianola, &c.	296	7,972	189	6,857	104	141
New Orleans ....	93,207	660,173	61,753	695,777	298,602	324,094
Mobile ....	14,854	107,163	14,667	131,645	21,020	41,913
Florida ....	6,728	28,585	2,241	17,301	6,217	3,965
Savannah ....	39,345	469,750	30,377	417,887	114,438	105,351
Brunsw'k, &c.	1,000	7,719	236	6,134	....	....
Charleston ....	30,496	315,258	17,386	268,893	100,752	78,420
Pt. Royal, &c.	1	1,218	229	5,985	1	1,035
Wilmington ....	4,860	62,454	5,489	61,912	22,668	17,722
M'head C., &c.	423	4,334	662	7,238	....	....
Norfolk ....	43,900	292,214	33,629	300,508	81,028	53,627
West Point, &c.	21,279	162,604	11,287	110,072	11,217	....
New York ....	486	7,577	2,161	10,018	123,051	193,827
Boston ....	3,503	31,117	5,337	28,217	6,310	4,905
Baltimore ....	248	993	159	2,839	21,092	23,497
Philadelph'a, &c.	1,167	19,474	86	5,480	5,000	10,273
Total ....	284,692	2,505,451	222,155	2,420,284	903,662	957,493

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1884.	1883.	1882.	1881.	1880.	1879.
Galveston, &c.	22,895	33,177	33,405	15,715	22,188	24,261
New Orleans.	93,297	64,756	74,354	64,517	41,501	55,017
Mobile ....	14,854	14,667	12,511	13,988	17,222	18,906
Savannah ....	33,345	30,377	33,768	32,678	38,828	34,165
Char'l'st'n, &c.	30,497	17,615	30,032	26,180	33,179	22,650
Wilm'nt'n, &c.	5,283	6,451	7,002	9,056	7,014	6,973
Norfolk, &c.	65,179	44,916	48,989	29,233	41,208	35,589
All others....	13,432	10,226	14,438	20,803	14,236	19,476
Totals this w/k.	234,692	222,155	255,097	222,170	215,341	216,167

Since Sept. 1, 2505,451 2420,284 2412,337 2345,214 2538,057 2351,163

Galveston includes Indianola; Charleston includes Pt. Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes West Point, &c.

The exports for the week ending this evening reach a total of 146,555 bales, of which 76,478 were to Great Britain, 27,253 to France and 42,824 to the rest of the Continent, while the stocks as made up this evening are now 903,662 bales. Below are the exports for the week and since September 1, 1884.

Exports from—	Week Ending Nov. 28.			From Sept. 1, 1884, to Nov. 28, 1884		
	Exported to—		Exported to—			
Great Brit'n.	5,075	5,075	Great Brit'n.	1,510	35,512	114,746
France.	....	....	France.	....	....	....
Continent.	....	....	Continent.	....	....	....
Total Week.	5,075	5,075	Total.	....	....	....
Galveston....	....	....	....	....	....	....
New Orleans....	28,139	24,516	14,210	66,904	185,230	89,373
Mobile....	....	....	....	3,205	....	3,295
Florida....	....	....	....	....	....	....
Savannah....	1,500	5,960	7,400	70,001	7,921	102,475
Charleston....	1,400	....	5,340	6,740	73,109	9,712
Wilmington....	5,060	....	....	5,663	24,374	....
Norfolk....	26,583	....	....	26,583	123,361	....
New York....	10,512	1,267	8,566	20,279	162,144	16,697
Boston....	1,805	....	....	1,807	37,435	....
Baltimore....	1,642	....	2,681	4,323	52,120	3,050
Philadelph'a, &c.	737	....	1,040	1,781	21,230	....
Total....	76,473	27,233	42,824	146,555	832,023	127,063
Total 1883....	96,763	7,232	48,874	152,876	658,865	184,243

\* Includes exports from Port Royal, &c.

+ Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

Nov. 28, AT—	On Shipboard, not cleared— <i>for</i>					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans....	51,163	33,490	40,801	3,502	129,546	188,057
Mobile....	3,060	None	1,200	4,200	16,520	16,520
Charleston....	21,400	2,030	20,900	4,500	48,800	51,952
Savannah....	22,700	None	25,000	3,800	51,500	92,936
Galveston....	10,336	1,371	4,748	3,770	20,231	38,902
Norfolk....	44,114	None	5,613	2,900	52,727	28,301
New York....	3,000	250	2,900	None	6,150	116,901
Other ports....	6,000	None	2,000	None	8,000	67,639
Total 1884....	161,713	37,617	102,052	19,772	321,154	582,508
Total 1883....	113,391	48,887	25,144	10,436	197,858	759,640
Total 1882....	170,295	23,971	56,266	14,211	264,743	520,292

We have had another week of speculative manipulation and wide fluctuations in prices of cotton for future delivery at this market. Something of a "corner" on November options became a feature at the close. On Saturday there was a sharp decline under sales to realize, promoted by the report that November contracts had been generally settled, but on Monday there was renewed buoyancy, favored by favorable foreign advices and cold weather at the South. On Tuesday there was some further advance, and Wednesday, after a weak opening, closed slightly dearer. To-day there was, in the later dealings, a pressure on November contracts, and this month advanced 12 points, while other deliveries closed only slightly higher, and notices for December delivery were generally thrown upon the market. The close, as compared with last Friday, is slightly dearer for the winter months and cheaper for the distant deliveries. Cotton on the spot lost on Saturday 1-16c. of the previous advance, and remained quiet and unchanged until the close to-day, when middling uplands were quoted at 10 7-16c.

The total sales for forward delivery for the week are 430,800 bales. For immediate delivery the total sales foot up this week 1,526 bales, including 100 for export, 1,426 for consumption, — for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

Nov. 22 to Nov. 28.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordinary P. B.	83 <sup>16</sup>	83 <sup>16</sup>	83 <sup>16</sup>	87 <sup>16</sup>					
Strict Ord.	8 <sup>8</sup>								
Good Ord.	9 <sup>16</sup>								
Str. G'd Ord.	9 <sup>16</sup>								
Low Midd'ng	10 <sup>16</sup>								
Str. L'w Midd'	10 <sup>16</sup>								
Midd'ng	10 <sup>16</sup>								
Holiday	10 <sup>16</sup>								
Good Mid.	10 <sup>16</sup>								
Str. G'd Mid.	10 <sup>16</sup>								
Midd'g Fair	11 <sup>16</sup>								
....	11 <sup>16</sup>								
Fair	11 <sup>16</sup>								

STAINED.

Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Good Ordinary	7 <sup>16</sup>				
Strict Good Ordinary	8 <sup>9</sup>				
Midd'ng	9 <sup>16</sup>				
Holiday	9 <sup>16</sup>				

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SALES OF SPOT AND TRANSIT.					FUTURES.
Spot	Transit	Spec.	Transit	Total.		





<tbl\_r cells="7" ix="5" maxcspan="1" maxr

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Nov. 28), we add the item of exports from the United States, including in it the exports of Friday only.															
Movement to November 2, 1884															
TOWNS.      Movement.      Receipts.      Shipments.															
Stock at Liverpool .....	1884.	1883.	1882.	1881.	Stock at London .....	Stock at Liverpool .....	Stock at Hamburg .....	Stock at Bremen .....	Stock at Amsterdam .....	Stock at Rotterdam .....	Stock at Antwerp .....				
430,000	467,000	505,000	435,000	39,600	48,000	45,000	75,500	7,100	10,800	800	700				
Total Great Britain stock .....	478,000	512,000	580,500	474,600	Stock at Havre .....	3,500	2,000	3,000	13,000	Stock at Marseilles .....	1,700	4,100	1,400		
Stock at Bremen .....	33,000	51,000	25,000	49,500	Stock at Antwerp .....	41,000	40,00	7,100	—	Stock at Barcelona .....	5,000	—	2,600		
Stock at Rotterdam .....	41,000	—	—	—	Stock at Genoa .....	8,000	41,000	2,000	3,500	Stock at Trieste .....	8,000	8,400	3,500		
Stock at Liverpool .....	48,000	45,000	75,500	41,400	Total Continental stocks .....	282,010	301,600	218,300	224,570	Stock at Trieste .....	7,000	7,100	4,410		
Total European stocks .....	740,000	813,600	798,800	699,170	Total visible supply .....	2,603,143	2,700,723	2,492,343	2,542,532	Stock at Liverpool .....	49,000	78,000	70,000		
India cotton afloat for Europe .....	49,000	78,000	87,000	70,000	India cotton afloat for Europe .....	57,800	461,000	523,000	398,000	Stock at Marseilles .....	52,000	56,000	44,000		
Egypt, Brazil, &c., afloat for Europe .....	52,000	56,000	50,000	—	Stock in United States ports .....	903,662	957,498	745,035	966,598	Stock in U. S. interior towns .....	247,281	326,625	236,008		
Stock in United States exports to-day .....	42,200	8,000	5,500	14,400	United States exports to-day .....	42,200	8,000	5,500	14,400	Total United States exports to-day .....	14,400	14,400	14,400		
Total visible supply .....	2,603,143	2,700,723	2,492,343	2,542,532	Total visible supply .....	2,603,143	2,700,723	2,492,343	2,542,532	Stock at Liverpool .....	49,000	78,000	70,000		
Of the above, the totals of American and other descriptions are as follows:					American—										
Liverpool stock .....	247,000	245,000	252,000	327,000	Stock at Liverpool .....	214,113	2,212,123	1,901,543	2,156,362	Stock at Liverpool .....	214,113	2,212,123	1,901,543		
Continental stocks .....	131,000	237,000	10,000	10,000	Stock at Liverpool .....	183,000	202,000	253,000	103,000	Stock at Liverpool .....	183,000	202,000	253,000		
American afloat for Europe .....	578,000	41,000	52,000	38,000	Stock at Liverpool .....	48,000	45,000	73,500	39,600	Stock at Liverpool .....	48,000	45,000	73,500		
United States stock .....	933,662	957,498	735,035	966,598	Stock at Liverpool .....	131,000	91,600	115,300	124,570	Stock at Liverpool .....	131,000	91,600	115,300		
United States interior stocks .....	247,281	326,625	236,008	35,1364	Stock at Liverpool .....	52,000	56,000	57,000	44,000	Stock at Liverpool .....	52,000	56,000	57,000		
United States exports to-day .....	42,200	8,000	5,500	14,400	Total American .....	2,149,113	2,2	5,123	1,901,543	2,156,362	Total American .....	2,149,113	2,2	5,123	1,901,543
Total American .....	2,149,113	2,2	5,123	1,901,543	East Indian, Brazil, &c.,										
Liverpool stock .....	183,000	202,000	253,000	103,000	Stock at Liverpool .....	183,000	202,000	253,000	103,000	Stock at Liverpool .....	183,000	202,000	253,000		
London stock .....	48,000	45,000	73,500	39,600	Stock at Liverpool .....	48,000	45,000	73,500	39,600	Stock at Liverpool .....	48,000	45,000	73,500		
Continental stocks .....	131,000	91,600	115,300	124,570	Stock at Liverpool .....	131,000	91,600	115,300	124,570	Stock at Liverpool .....	131,000	91,600	115,300		
India afloat for Europe .....	40,000	73,000	87,000	70,000	Stock at Liverpool .....	52,000	56,000	57,000	44,000	Stock at Liverpool .....	52,000	56,000	57,000		
Egypt, Brazil, &c., afloat .....	52,000	56,000	57,000	44,000	Total East India, &c.,	451,000	475,610	537,800	388,170	Total East India, &c.,	451,000	475,610	537,800		
Total American .....	2,149,113	2,2	5,123	1,901,543	Total American .....	2,149,113	2,2	5,123	1,901,543	Total American .....	2,149,113	2,2	5,123	1,901,543	
Total visible supply .....	2,603,143	2,700,723	2,492,343	2,542,532	Price Mid. Up., Liverpool .....	514,160	6d	6d	6d	Price Mid. Up., Liverpool .....	514,160	6d	6d	6d	
The imports into Continental ports this week have been 85,000 bales.					The imports into Continental ports this week have been 85,000 bales.					The imports into Continental ports this week have been 85,000 bales.					
The above figures indicate a decrease in the cotton in sight to-night of 97,580 bales as compared with the same date of 1883, an increase of 110,800 bales as compared with the corresponding date of 1882 and an increase of 60,611 bales as compared with 1881.					The above figures indicate a decrease in the cotton in sight to-night of 97,580 bales as compared with the same date of 1883, an increase of 110,800 bales as compared with the corresponding date of 1882 and an increase of 60,611 bales as compared with 1881.					The above figures indicate a decrease in the cotton in sight to-night of 97,580 bales as compared with the same date of 1883, an increase of 110,800 bales as compared with the corresponding date of 1882 and an increase of 60,611 bales as compared with 1881.					
AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1883—is set out in detail in the following statement.															
DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.															
Market, Prices and Sales of Futures.	Market, Prices and Range and Total Sales.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.		
Saturday, Nov. 22— Sales total .....	10,265,123	Dock.	Dock.	Aver. 10,44	Aver. 10,33	Aver. 10,41	Aver. 10,31	Aver. 10,64	Aver. 10,77	Aver. 10,91	Aver. 11,01	Aver. 11,03	Aver. 11,05		
Futures paid (range) .....	10,265,123	10,141	10,45	10,20	10,03	10,20	10,14	10,41	10,46	10,47	10,60	10,72	10,73		
M. may, Nov. 24— Sales total .....	10,265,123	Dock.	Dock.	Aver. 10,44	Aver. 10,33	Aver. 10,41	Aver. 10,31	Aver. 10,64	Aver. 10,77	Aver. 10,91	Aver. 11,01	Aver. 11,03	Aver. 11,05		
Futures paid (range) .....	10,265,123	10,140	10,45	10,20	10,03	10,20	10,14	10,41	10,46	10,47	10,60	10,72	10,73		
Wednesday, Nov. 26— Sales total .....	10,265,123	Dock.	Dock.	Aver. 10,44	Aver. 10,33	Aver. 10,41	Aver. 10,31	Aver. 10,64	Aver. 10,77	Aver. 10,91	Aver. 11,01	Aver. 11,03	Aver. 11,05		
Futures paid (range) .....	10,265,123	10,140	10,45	10,20	10,03	10,20	10,14	10,41	10,46	10,47	10,60	10,72	10,73		
Thursday, Nov. 25— Sales total .....	10,265,123	Dock.	Dock.	Aver. 10,44	Aver. 10,33	Aver. 10,41	Aver. 10,31	Aver. 10,64	Aver. 10,77	Aver. 10,91	Aver. 11,01	Aver. 11,03	Aver. 11,05		
Futures paid (range) .....	10,265,123	10,140	10,45	10,20	10,03	10,20	10,14	10,41	10,46	10,47	10,60	10,72	10,73		
Friday, Nov. 27— Sales total .....	10,265,123	Dock.	Dock.	Aver. 10,44	Aver. 10,33	Aver. 10,41	Aver. 10,31	Aver. 10,64	Aver. 10,77	Aver. 10,91	Aver. 11,01	Aver. 11,03	Aver. 11,05		
Futures paid (range) .....	10,265,123	10,140	10,45	10,20	10,03	10,20	10,14	10,41	10,46	10,47	10,60	10,72	10,73		
Saturday, Nov. 28— Sales total .....	10,265,123	Dock.	Dock.	Aver. 10,44	Aver. 10,33	Aver. 10,41	Aver. 10,31	Aver. 10,64	Aver. 10,77	Aver. 10,91	Aver. 11,01	Aver. 11,03	Aver. 11,05		
Futures paid (range) .....	10,265,123	10,140	10,45	10,20	10,03	10,20	10,14	10,41	10,46	10,47	10,60	10,72	10,73		
Holiday .....															
Total sales this week .....	10,265,123														
Average price, week.	15,600	12,610	10,900	9,700	7,610	32,800	20,900	15,600	11,07	11,21	11,29	11,30	11,30		
Sales since Sept. 1, 1882	5,945,300	5,822,300	4,478,000	3,49,100	615,600	334,400	303,600	105,300	11,700	28,800	28,800	28,800	28,800		

<sup>4</sup> Includes sales in September, 1894, for September, 158,200; September-October, for October, 421,800.

We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

Transferable Orders for November—Saturday, 10:35c.; Monday, 10:50c.; Tuesday, 10:35c.; for December, Wednesday, 10:40c.; Thursday, —c.; Friday, 10:45c.

Short Notices for December—Friday, 10:30 @ 10:52 a.

The following exchanges have been made during the week:

0 pd. to excl. 100 Dec. for Jan.	46 pd. to excl. 1,000 Jan. for May
1 pd. to excl. 100 Dec. for Nov.	33 pd. to excl. 1,000 Jan. for Apr.
1 pd. to excl. 100 Jan. for Feb.	04 pd. to excl. 200 Jan. for Feb.
7 pd. to excl. 200 Jan. for April	20 pd. to excl. 500 Jan. for Mar.
3 pd. to excl. 100 Mar. for April	08 pd. to excl. 100 Nov. for Feb.
0 pd. to excl. 500 Jan. for Feb.	Even 100 Nov. for Jan.
1 pd. to excl. 500 Dec. for Jan.	30 pd. to excl. 1,000 Dec. for Mar.
1 pd. to excl. 500 Dec. for Jan.	33 pd. to excl. 1,000 Jan. for Mar.
1 pd. to excl. 500 Dec. for Jan.	09 pd. to excl. 100 Dec. for Jan.

The above totals show that the old interior stocks have increased during the week 34,863 bales, and are to-night 79,314.

bales *less* than at the same period last year. The receipts at the same towns have been 23,755 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 147,719 bales *less* than for the same time in 1883.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending Nov. 25.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston ...	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>
New Orleans ...	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>16</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>16</sub>	10 <sup>1</sup> <sub>16</sub>
Mobile ...	10	10	10	10	10	10
Savannah ...	10	10	10	9 <sup>15</sup> <sub>16</sub>	9 <sup>15</sup> <sub>16</sub>	9 <sup>15</sup> <sub>16</sub>
Charleston ...	10	10	10-10 <sup>1</sup> <sub>16</sub>	10	10	10
Wilmington ...	10-1 <sub>16</sub>	10	10	10	10	10
Norfolk ...	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>16</sub>	10 <sup>1</sup> <sub>16</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>
Boston ...	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>
Baltimore ...	10 <sup>1</sup> <sub>8</sub> -1 <sub>2</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>
Philadelphia ...	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>
Augusta ...	9 <sup>3</sup> <sub>4</sub>	9 <sup>3</sup> <sub>4</sub>	9 <sup>3</sup> <sub>4</sub>	9 <sup>3</sup> <sub>4</sub>	9 <sup>3</sup> <sub>4</sub>	9 <sup>3</sup> <sub>4</sub>
Memphis ...	10	10	10	10	10	10
St. Louis ...	10	9 <sup>15</sup> <sub>16</sub>	10	10	10	10
Cincinnati ...	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>16</sub>	10 <sup>1</sup> <sub>16</sub>	10 <sup>1</sup> <sub>16</sub>	10 <sup>1</sup> <sub>16</sub>	10 <sup>1</sup> <sub>16</sub>
Louisville ...	10	10	10	10	10	10

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the outports.

#### RECEIPTS FROM PLANTATIONS.

Week Ending—	Receipts at the Ports.		Stock at Interior Towns.		Recpts from Plantns.	
	1882.	1883.	1882.	1883.	1882.	1883.
Sept. 12 ...	49,512	64,348	42,624	19,115	58,089	20,427
" 19 ...	77,221	90,819	80,737	29,985	75,179	24,317
" 26 ...	130,479	125,032	118,463	46,62	105,778	36,155
Oct. 3 ...	179,883	165,461	168,721	76,802	137,538	49,497
" 10 ...	200,136	228,897	205,313	95,675	164,915	68,108
" 17 ...	242,329	237,276	242,280	123,039	202,870	92,654
" 24 ...	241,738	232,845	285,112	130,317	236,938	129,511
" 31 ...	256,623	241,921	277,470	175,092	276,734	156,055
Nov. 7 ...	262,351	267,604	257,041	211,740	313,240	174,966
" 14 ...	259,154	242,078	269,114	244,123	343,929	193,970
" 21 ...	242,169	222,510	258,774	250,175	350,748	229,539
" 28 ...	255,067	222,185	284,692	275,700	374,584	267,123

The above statement shows—1. That the total receipts from the plantations since September 1, 1884, were 2,755,369 bales; in 1883 were 2,745,692 bales; in 1882 were 2,701,552 bales.

2. That, although the receipts at the outports the past week were 284,692 bales, the actual movement from plantations was 322,236 bales, the balance going to increase the stock at the interior towns. Last year the receipts from the plantations for the same week were 237,091 bales and for 1883 they were 271,622 bales.

AMOUNT OF COTTON IN SIGHT Nov. 23.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to Nov. 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1884.	1883.	1882.	1881.
Receipts at the ports to Nov. 28	2,505,451	2,420,284	2,142,337	2,315,214
Interior stocks on Nov. 28 in excess of September 1 ...	219,918	327,408	259,215	347,661
Tot. receipts from plantns ...	2,755,369	2,745,692	2,701,552	2,639,275
Net overland to Nov. 1 ...	98,274	126,589	93,857	126,083
Southern coops. mpt. to Nov. 1	50,000	59,000	59,000	45,000
Total in sight November 28 ...	2,903,613	2,931,551	2,854,400	2,863,958
Northern spinners' takings to November 28 ...	418,737	563,036	500,391	637,740

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 27,908 bales, the increase as compared with 1882 is 49,234 bales, and with 1881, 39,635 bales.

WEATHER REPORTS BY TELEGRAPH.—There has been rain in almost all sections of the South during the week, but in general the rainfall has not been heavy. Killing frosts have occurred in portions of Alabama and Florida; it is, however, too late now for frosts to do damage.

Galveston, Texas.—It has rained hard on three days of the week, the rainfall reaching three inches and twenty-three hundredths. The thermometer has averaged 59, ranging from 44 to 72.

Indianola, Texas.—We have had hard rain on two days of the week, the rainfall reaching one inch and ninety-two hundredths. There has been frost, but not killing. The thermometer has ranged from 44 to 75, averaging 60.

Palestine, Texas.—It has rained on three days of the week, the rainfall reaching two inches. Ice formed in this vicinity on one night. Average thermometer 52, highest 69 and lowest 32.

New Orleans, Louisiana.—We have had rain on four days of the week, the rainfall reaching three inches and five hundredths. The thermometer has averaged 59,

Shreveport, Louisiana.—It has rained on three days of the week, the rainfall reaching four inches and thirty-one hundredths. The thermometer has averaged 50, the highest being 64 and the lowest 31.

Vicksburg, Mississippi.—Telegram not received.

Columbus, Mississippi.—We have had rain on three days of the week, the rainfall reaching one inch and forty-nine hundredths.

Little Rock, Arkansas.—Telegram not received.

Fort Smith, Arkansas.—Telegram not received.

Helena, Arkansas.—It has rained constantly on two days, and the remainder of the week has been cloudy. The rainfall reached one inch and sixty-three hundredths. It is raining this morning, with indications of bad weather for cotton picking. Average thermometer 46, highest 62 and lowest 28.

Memphis, Tennessee.—We have had rain on two days of the week, the rainfall reaching one inch and thirty-nine hundredths. Cotton is being marketed very rapidly. This week's receipts are the largest on record. The thermometer has averaged 47, the highest being 62 and the lowest 24.

Nashville, Tennessee.—It has rained on one day of the week, the rainfall reaching sixty-five hundredths of an inch. The thermometer has averaged 46, ranging from 27 to 67.

Mobile, Alabama.—We have had rain on five days of the week, the rainfall reaching one inch and ninety-nine hundredths. There was killing frost on Tuesday, but no serious damage has been done, as about all the crop had been secured. The tributary rivers are higher. The thermometer has ranged from 34 to 70, averaging 54.

Montgomery, Alabama.—The early part of the week was clear and pleasant, but during the latter portion we have had rain on four days, with a rainfall of one inch and fifty-nine hundredths. Planters are marketing freely. Average thermometer 52, highest 69 and lowest 32.

Selma, Alabama.—The days have been warm, but the nights cold during the week, with rain on three days. The rainfall reached one inch and ninety-six hundredths. Cotton is being marketed freely. The thermometer has averaged 49, the highest 64 and the lowest 32.

Auburn, Alabama.—It has rained on three days of the week, the rainfall reaching one inch and sixty-three hundredths. We had killing frosts on Sunday, Monday and Wednesday nights. The thermometer has averaged 48, ranging from 30 to 67.

Madison, Florida.—We have had rain on two days of the week, the rainfall reaching one inch and eighty-two hundredths. There has been killing frost this week. The thermometer has ranged from 34 to 79, averaging 55.

Macon, Georgia.—It has rained steadily on two days of the week.

Columbus, Georgia.—We have had rain on two days of the week, the rainfall reaching three inches and nine hundredths. The thermometer has averaged 54, the highest being 58 and the lowest 32.

Savannah, Georgia.—It has rained on two days and the remainder of the week has been pleasant. The rainfall reached forty-four hundredths of an inch. The thermometer has averaged 58, ranging from 37 to 74.

Augusta, Georgia.—The early part of the week was clear and pleasant, but during the latter portion there have been showers on two days. The rainfall reached twenty-seven hundredths of an inch. About two thirds of the crop has been marketed, and planters are marketing freely. The thermometer has ranged from 33 to 77, averaging 55.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—It has rained on two days of the week, the rainfall reaching twenty-nine hundredths of an inch. The thermometer has averaged 58, the highest being 70 and the lowest 42.

Stateburg, South Carolina.—It has rained on two days of the week, the rainfall reaching thirty-four hundredths of an inch. It is raining slowly now. About two-thirds of the crop has been marketed. The thermometer has ranged from 33 to 72, averaging 52.

Wilson, North Carolina.—It has been showery on one day of the week, the rainfall reaching nine hundredths of an inch. Average thermometer 50, highest 69 and lowest 28.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock November 27, 1884, and November 29, 1883.

Nov. 27, '84.		Nov. 29, '83.		
	Feet.	Inch.	Feet.	Inch.
New Orleans .....	Below high-water mark		12	9
Memphis .....	Above low-water mark.		5	3
Nashville .....	Above low-water mark.		0	7
Shreveport .....	Above low-water mark.		2	8
Vicksburg .....	Above low-water mark.		6	0
			22	4

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have re-arranged our India service so as to make our reports more detailed and at the same time more accurate. We had found it impossible to keep out of our figures, as cable to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan now followed relieves us from the danger of this inaccuracy and keeps the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to Nov. 27.

## BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.	
1884	1,000	2,000	3,000	508,000	635,000	1,143,000	18,000	1,599,000	
1883	4,000	1,000	5,000	464,000	788,000	1,232,000	18,000	1,567,000	
1882	4,000	2,000	6,000	785,000	624,000	1,411,000	14,000	1,697,000	
1881	11,000	3,000	14,000	315,000	583,000	923,000	19,000	1,277,000	

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 9,000 bales, and a *decrease* in shipments of 2,000 bales, and the shipments since January 1 show a *decrease* of 89,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tucicorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—				82,500	42,700	125,200
1884.	.....	.....	.....	80,600	9,000	98,600
1883.	.....	.....	.....	.....	.....	.....
Madras—				56,000	56,000	56,000
1884.	4,500	.....	4,500	41,830	1,300	43,100
1883.	.....	.....	.....	.....	.....	.....
All others—				74,800	43,000	117,800
1884.	2,000	1,000	3,000	70,500	61,800	132,300
1883.	.....	.....	.....	.....	.....	.....
Total all—				213,300	85,700	299,000
1884.	2,000	1,000	3,000	201,900	72,100	274,000
1883.	4,500	.....	4,500	.....	.....	.....

<sup>1883</sup> The totals since January 1 in 1883 have been revised.

The above totals for the week show that the movement from the ports other than Bombay is 1,500 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1884, and for the corresponding periods of the two previous years, are as follows:

## EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1884.		1883.		1882.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay....	3,000	1163,900	5,000	1,252,000	6,000	1,411,000
All other ports.	3,600	2,900,000	4,500	274,000	1,100	294,100
Total....	6,600	1,462,900	9,500	1,526,000	7,100	1,705,100

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benichi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alesandria, Egypt, November 26.	1884.		1883.		1882.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars*)—	210,000		180,000		170,000	
This week....	1,2	3,000	1,182,000		816,000	
Since Sept. 1.						
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.

Exports (bales)—	To Liverpool....	22,900	98,000	23,000	88,000	13,000	59,000
To Continent....	8,000	31,000	8,000	33,000	5,000	9,000	
Total Europe....	30,000	129,000	31,000	121,000	18,000	68,000	

\* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Nov. 26 were 210,000 cantars and the shipments to all Europe 30,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is firm. We give the price for to-day below, and leave previous weeks' prices for comparison.

	1884.			1883.		
	32s Cop. Twst.	84 lbs. Shirkings.	Oot'n Mid. Up's	32s Cop. Twst.	84 lbs. Shirkings.	Oot'n Mid. Up's
Sept. 26	4. 4. 4. 4. 4. 4.	4. 4. 4. 4. 4. 4.	4. 4. 4. 4. 4. 4.	4. 4. 4. 4. 4. 4.	4. 4. 4. 4. 4. 4.	4. 4. 4. 4. 4. 4.
Oct. 3	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.
" 10	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.
" 17	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.
" 24	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.
" 31	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.
Nov. 7	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.
" 14	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.
" 21	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.
" 28	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.	5. 5. 5. 5. 5. 5.

NEW YORK COTTON EXCHANGE.—At the meeting last Saturday, relative to amended rule 7, with reference to transferable notices of delivery, after several speeches had been delivered strongly protesting against the amendment, the following resolution was carried by 46 ayes to 24 nays:

*Resolved*, That it is the sense of this meeting that the amended rule 7 should be rescinded by the Board of Managers, and be replaced, if need be, by one more in consonance with the views and interest of the majority of the members.

In response to this request, the Board of Managers has decided to lay the amended rule on the table, thus making it inoperative for the present, and leaving the old rule in force.

JUTE BUTTS, BAGGING, &c.—The market for bagging is showing some activity, and orders are coming in more freely. There is a firm feeling among sellers, and it is only when a large parcel is taken that any concession can be obtained. There have been sales of several thousand bales various weights on the basis of 8½c. for 1½ lbs., 9½c. for 1¼ lbs., 10c. for 2 lbs. and 10½c. for standard quality. Butts have been rather more active, though the inquiry is principally for paper grades, for which 17½c. is asked, with sales of 2,500 bales. Bagging quality is selling in small parcels, 1,000 bales finding takers at 2½c. at 2½c., and these figures are quoted at the close.

## COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.

—A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement during September, 1884, and previous years, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1884.	1883.	1882.	1881.	1880.	1879.
Sept. mb'r	345,441	343,812	326,656	429,777	458,478	333,643
October	1,090,385	1,046,092	980,584	853,195	968,318	888,492
Total year	1,435,830	1,389,904	1,307,240	1,252,972	1,426,796	1,222,135
Per cent. of tot. port receipts Oct. 31...	28.66	21.72	27.18	24.29	24.43	24.43

This statement shows that up to Oct. 31 the receipts at the ports this year were 45,926 bales more than in 1883 and 128,590 bales more than at the same time in 1882. By adding to the above totals to October 31 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

Receipts from—	1884.					
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.	7,627	83,312	.....	.....	.....	.....
Texas	11,844	117,569	.....	.....	.....	.....
Savannah...	5,819	85,678	1,111	18,500	163	5,909
Mobile	.....	.....	.....	.....	.....	.....
Florida	494	2,777	901	976	.....	966
So. Carolina	6,592	55,929	.....	4,888	533	5,82
No. Carolina	.....	6,922	.....	.....	5,83	13,042
Virginia	8,377	72,736	2,749	22,813	1,665	9,62
North's ports	.....	211	3,553	24,283	.....	.....
Tennessee, &c.	486	12,577	5,250	42,055	348	9,007
Foreign	67	1,832	.....	.....	.....	.....
This year...	41,306	442,443	13,573	113,58	2,109	30,428
Last year...	27,957	499,023	17,43	117,02	2,940	37,154
						100,443
						2,902
						101,307

This statement shows that the receipts since Sept. 1 up to to-night are now 170,736 bales more than they were to the same day of the month in 1883 and 177,917 bales more than they were to the same day of the month in 1882. We add to the table the percentages of total port receipts which had been received to November 28 in each of the years named.

## THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1884.

Receipts from—	NEW YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.	7,627	83,312	.....	.....	.....	.....	.....	.....
Texas	11,844	117,569	.....	.....	.....	.....	.....	.....
Savannah...	5,819	85,678	1,111	18,500	163	5,909	1,110	29,483
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	494	2,777	901	976	.....	.....	966	806
So. Carolina	6,592	55,929	.....	4,888	533	5,82	5,83	13,042
No. Carolina	.....	6,922	.....	.....	873	873	873	6,293
Virginia	8,377	72,736	2,749	22,813	1,665	9,62	5,582	49,019
North's ports	.....	211	3,553	24,283	.....	.....	.....	.....
Tennessee, &c.	486	12,577	5,250	42,055	348	9,007	1,200	1,800
Foreign	67	1,832	.....	.....	.....	.....	.....	.....
This year...	41,306	442,443	13,573	113,58	2,109	30,428	9,558	100,443
Last year...	27,957	499,023	17,43	117,02	2,940	37,154	7,009	101,307



## BREADSTUFFS.

FRIDAY, P. M., November 28, 1884.

The flour market has been more active and prices have shown a slight upward tendency, due mainly to the stronger turn of the wheat market. Dealers have accumulated stocks with more confidence, not having before them the fear of a reduction in prices to still lower depths. Still, nothing of a speculative character has been developed, and complaints of unsatisfactory returns are still made. Rye flour and buckwheat flour have ruled firm, with a fair trade; but corn meal has favored buyers to such an extent that late outside prices are not maintained.

The wheat market has shown a considerable increase in the volume of speculative dealings, and the upward turn of prices, in sympathy with a movement at Chicago, which was referred to in our last, has been maintained with some vigor. Yet fluctuations must be noted, and the advance for the week was by no means great. The change is more in the improved tone than in the higher prices. The market seems to be in a somewhat anomalous position, which protects it in some degree from speculative manipulation. The bulk of stock on hand seems to be held by small holders. A sharp decline does not disturb them sufficiently to cause much "unloading," nor does a moderate advance promote free sales to realize. Consequently speculative influences, which at times are found potent, have very little effect just now. The export and milling demands have been very fair, and choice reds have advanced. To-day the opening was weak, owing to the "posting" of a few loads as unsound, and the regular trade was dull, owing in part to the scarcity and high rates of ocean freights, but futures recovered at the close.

## DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Afloat.....	92 $\frac{1}{2}$	50	85	84 $\frac{1}{2}$	84 $\frac{1}{2}$	85 $\frac{1}{2}$
December delivery.....	81 $\frac{1}{2}$	82 $\frac{1}{2}$	82 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$
January delivery.....	83 $\frac{1}{2}$	84 $\frac{1}{2}$	84 $\frac{1}{2}$	83 $\frac{1}{2}$	84 $\frac{1}{2}$	84 $\frac{1}{2}$
February delivery.....	83 $\frac{1}{2}$	87	86 $\frac{1}{2}$	83	86 $\frac{1}{2}$	86 $\frac{1}{2}$
March delivery.....	87 $\frac{1}{2}$	80	88 $\frac{1}{2}$	88	88 $\frac{1}{2}$	88 $\frac{1}{2}$
April delivery.....	91 $\frac{1}{2}$	91 $\frac{1}{2}$	90 $\frac{1}{2}$	90	90 $\frac{1}{2}$	90 $\frac{1}{2}$
May delivery.....	91 $\frac{1}{2}$	92 $\frac{1}{2}$	91 $\frac{1}{2}$	92	92 $\frac{1}{2}$	92 $\frac{1}{2}$

Indian corn has also improved a little during the week under review. There has been considerable speculative activity and a very good trade in the regular way, with a general increase of confidence in the stability of values. The close of the canals of this State in the coming week will relieve the market at once of pressure to sell current receipts. The advance, however, is as yet unimportant. To-day there was more activity, but an irregular closing.

## DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Afloat.....	50	50	50 $\frac{1}{2}$	50 $\frac{1}{2}$	51	51
December delivery.....	47 $\frac{1}{2}$	47 $\frac{1}{2}$	48 $\frac{1}{2}$	47 $\frac{1}{2}$	48	48
January delivery.....	45 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$	46	45 $\frac{1}{2}$	45 $\frac{1}{2}$
February delivery.....	45 $\frac{1}{2}$	45 $\frac{1}{2}$	47 $\frac{1}{2}$	46	45 $\frac{1}{2}$	45 $\frac{1}{2}$
March delivery.....	43 $\frac{1}{2}$	43 $\frac{1}{2}$	43	46	46 $\frac{1}{2}$	46 $\frac{1}{2}$
May delivery.....	45 $\frac{1}{2}$	45 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$

Rye and barley have been quiet and close unchanged. Oats were somewhat depressed early in the week, but a revival of speculation followed and better prices were maintained. A feature of the future dealings was the sales for May delivery at 34c. To-day the market was irregular; white oats were firmer, but mixed dull, closing with No. 2 at 31 $\frac{1}{4}$ @32c. for Dec. and 31 $\frac{1}{4}$  for May.

The following are closing quotations:

## FLOUR.

Fine.....	12 bbl. \$2 25 @ 2 75	2 75	Southern bakers' and
Superfine.....	2 50 @ 3 00	3 00	family brands..... \$1 60 @ 5 50
Spring wheat extras.....	3 00 @ 3 50	3 50	Rye flour, superfine.. 3 50 @ 3 85
Minn. clear and strat.....	3 50 @ 4 60	4 60	Corn meal.....
Winter ship'g extras.....	3 09 @ 3 75	3 75	Western, &c. .... 3 10 @ 3 40
Winter XX.....	4 00 @ 4 50	4 50	Brandywine, &c. .... 3 35 @ 3 40
Patents.....	4 50 @ 5 50	5 50	Backwheat flour per
City ship'g ex.....	4 00 @ 4 50	4 50	100 lbs. .... 2 00 @ 2 30
South'n ship'g extras.....	3 25 @ 4 50	4 50	

## GRAIN.

Wheat—	Rye—Western.....	58 @ 63
Spring, per bush.	State.....	66 @ 68
Spring No. 2.....	Oats—Mixed.....	31 @ 33 $\frac{1}{2}$
Red winter, No. 2	White.....	31 $\frac{1}{2}$ @ 38
Red winter.....	No. 2 mixed.....	32 $\frac{1}{2}$ @ 32 $\frac{1}{2}$
White.....	No. 2 white.....	33 @ ...
Corn West. mixed	Buckwheat.....	58 @ 60
West. mix. No. 2.	Barley—No. 1 Canada.....	82 @ 86
West. white.....	No. 2 Canada.....	75 @ 80
White Southern..	State, two-rowed....	60 @ 65
Yellow Southern.	State, six-rowed....	70 @ 73

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending Nov. 22 and since Aug. 1 for each of the last three years;

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 1900bs	Bush. 40 lbs	Bush. 50 lbs	Bush. 32 lbs	Bush. 48 lbs	Bush. 56 lbs
Chicago.....	146,430	983,307	1,135,520	621,956	285,310	53,239
Milwaukee.....	69,945	193,383	23,560	44,950	197,033	7,790
Toledo.....	2,483	455,873	91,347	5,204	40,562	8,184
Detroit.....	2,890	127,474	22,712	16,470	15,103	369
Cleveland.....	4,094	63,583	27,400	23,038	19,797	.....
St. Louis.....	20,070	832,967	138,205	121,238	127,785	7,008
Peoria.....	1,180	8,203	331,030	208,510	9,900	8,500
Duluth.....	27,800	890,938	.....	.....	.....	.....
Total wk. '84	278,000	9,052,085	1,738,824	1,044,394	685,190	87,004
Same wk. '83	250,935	8,430,029	2,154,882	1,407,781	684,329	231,595
Same wk. '82	257,302	1,634,773	1,783,192	882,000	466,997	94,934
Since July 25						
1884.....	3,080,095	57,351,318	29,521,766	20,305,737	7,111,098	2,957,062
1883.....	3,470,499	40,910,062	42,023,030	28,855,733	8,500,932	3,347,071
1882.....	3,461,620	43,591,571	21,855,330	20,443,753	6,275,957	1,950,944

The comparative shipments of flour and grain from the same ports from Dec. 24, 1883, to Nov. 22, 1884, inclusive, for four years, show as follows:

	1883-84.	1882-83.	1881-82.	1880-81.
Flour.....bbls.	10,225,160	8,700,255	7,153,593	8,022,149
Wheat.....bush.	62,579,405	44,581,716	51,749,821	46,582,000
Corn.....	76,107,981	99,822,123	62,303,420	105,220,810
Oats.....	49,150,874	46,765,161	33,799,678	31,9,2,229
Barley.....	5,078,953*	8,793,745	4,661,030	4,217,257
Rye.....	5,873,340	5,570,516	3,003,330	2,160,206

Total grain .... 198,790,558 205,536,269 155,523,639 190,172,502

Below are the rail shipments from Western lake and river ports for four years:

	1884.	1883.	1882.	1881.
Week	Nov. 22.	Week	Nov. 24.	Week
Flour .....	bbls. 221,476	bbls. 194,516	bbls. 211,200	bbls. 189,360
Wheat .....	bush. 535,320	bush. 395,504	bush. 469,363	bush. 277,772
Corn .....	1,096,932	562,506	807,622	780,882
Oats.....	713,700	975,018	569,906	171,425
Barley.....	195,298	411,035	181,181	130,333
Rye.....	47,950	53,192	43,536	40,853

Total..... 2,499,118 2,417,292 2,971,623 1,351,275

The rail and lake shipments from same ports for last four weeks were:

Week	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Nov. 22.	358,233	1,797,768	1,243,311	752,738	195,298	115,175
Nov. 15.	360,390	1,638,223	1,149,473	845,494	183,688	111,876
Nov. 8.	325,259	1,357,256	1,763,017	995,528	201,935	234,324
Nov. 1.	308,334	1,774,061	2,074,555	1,269,295	224,093	103,263
Tot. wk. '13 1312,268	6,597,307	6,232,356	3,883,059	805,014	594,640	
1wks '83 11156,393	4,356,505	6,845,129	4,535,618	1,839,474	419,521	

The receipts of flour and grain at the seaboard ports for the week ended Nov. 22 follow:

Exports from—	Wheat.	Flour.	Corn.	Oats.	Barley.	Rye.
New York	Bush.	Bush.	Bbls.	Bush.	Bush.	Bush.
Boston.....	529,338	321,437	84,552	641	24,670	1,376
Portland.....	519	1,8,641	39,56	.....	.....	.....
Montreal.....	120,911	12	18,168	17,861	1,369	72,220
Philadelphia.....	137,76	.....	25,590	.....	4,744	.....
Baltimore.....	177,510	90,793	15,518	10	.....	.....
N. Or'lins.	28,000	.....	.....	.....	.....	.....
N. Or'lins. N. News.	28,000	.....	.....	.....	.....	.....
Total wk. '84	904,151	510,289	183,294	18,502	30,756	73,598
S'me time	672,923	501,556	183,164	3,918	192,743	152,895
1883...	.....	.....	.....	.....	.....	.....

Total grain .. 118,371,719 176,761,330 143,145,119 216,329,772

The exports from the several seaboard ports for the week ending Nov. 22, 1884, are shown in the annexed statement:

Exports for week to—	Flour.	Wheat.	Corn.
1884.	1884.	1884.	1884.
1883.	1883.	1883.	1883.
Nov. 22.	Nov. 24.	Nov. 24.	Nov. 24.
	Bbls.	Bush.	Bush.
Un. King.	103,246	120,076	365,835
Continent.	16,587	18,773	62,303
S. & C. Am.	19,789	21,407	.....
W. Indies	13,220	15,059	4,299
Brit. col's	24,952	11,636	2,620
Oth. c'n'ts	.....	1,203	1,566
Total...	183,294	188,164	994,154
	672,923	501,556	183,164
	672,923	501,556	183,164

The destination of these exports is as below. We add the corresponding period of last year for comparison:

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season:

		<i>Flour.</i>		<i>Wheat.</i>		<i>Corn.</i>	
<i>Imports since</i> <i>Aug. 25, to—</i>		1884.	1883.	1884.	1883.	1884.	1883.
		<i>Aug. 25 to</i> <i>Nov. 22.</i>	<i>Aug. 27 to</i> <i>Nov. 24.</i>	<i>Aug. 25 to</i> <i>Nov. 22.</i>	<i>Aug. 27 to</i> <i>Nov. 24.</i>	<i>Aug. 25 to</i> <i>Nov. 22.</i>	<i>Aug. 27 to</i> <i>Nov. 24.</i>
		<i>Bbls.</i>	<i>Bbls.</i>	<i>Bush.</i>	<i>Bush.</i>	<i>Bush.</i>	<i>Bush.</i>
U. n. Kingdom Continent...	1,346,629	1,409,920	8,397,316	7,070,558	2,736,088	0,315,393	
S & C. Am...	156,316	87,714	9,437,094	5,214,723	603,088	2,490,972	
West Indies...	174,774	148,035	29,234	375	225,178	3,684,442	
West Ind. Col'n...	221,908	217,456	.....	16,583	9,1541	134,136	
Other count'r's	233,826	207,971	131	10	24,594	60,836	
Total	8,120,225	8,673,229	17,827,229	12,306,840	9,001,613	12,472,926	

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Nov. 22, 1884, was as follows:

<i>In store at—</i>	<i>Wheat, bush,</i>	<i>Corn, bush,</i>	<i>Oats, bush,</i>	<i>Barley, bush</i>	<i>Rye, bush</i>
New York.....	10,657,380	465,213	1,195,451	81,158	82,579
Do afloat (est.)	863,327	396,665	—	381,950	150,000
Albany.....	2,500	7,000	63,000	137,200	13,000
Buffalo.....	2,086,000	140,000	12,000	283,000	28,000
Chicago.....	9,815,173	1,045,339	294,736	104,148	24,968
Newport News.....	316,967	—	—	—	—
Milwaukee.....	1,799,230	—	2,141	47,541	9,134
Duluth.....	1,922,022	—	—	—	—
Toledo.....	2,550,139	70,639	20,831	—	13,412
Detroit.....	297,626	16,818	14,164	1,788	529
Oswego.....	227,658	135,951	—	473,359	—
St. Louis.....	2,549,672	56,725	151,820	109,201	13,763
Cincinnati.....	4,398	6,095	67,231	45,726	16,733
Boston.....	140,570	186,434	537,220	9,832	810
Toronto.....	146,597	150	—	139,153	430
Montreal.....	278,016	—	7,184	24,458	2,868
Philadelphia.....	666,410	78,761	106,813	3,888	2,835
Pearl.....	7,101	43,755	125,716	—	4,700
Indianapolis.....	124,900	12,160	105,600	—	1,473
Kansas City.....	880,121	64,870	4,538	—	30,402
Baltimore.....	1,137,481	95,039	16,001	—	46,300
Down Mississippi.....	—	2,397	11,670	—	—
On rail.....	645,913	990,762	570,867	95,189	47,934
On lake.....	1,337,394	213,261	—	—	36,825
On canal.....	707,676	204,720	180,909	5,2719	171,631
T. Tot. Nov. 22, '84.	38,178,933	2,246,497	3,482,072	2,446,910	68,441
T. Tot. Nov. 15, '84.	57,566,635	4,3-5,118,317,744	2,148,710	78,0-80	—
Tot. Nov. 24, '83.	32,251,118	88,165	5,987,660	3,271,227	2,313,165
T. Tot. Nov. 25 '82.	20,118,542	4,679,513	4,148,873	3,351,065	1,179,291
Tot. Nov. 26, '81.	19,116,281	20,634,050	2,912,1-2	3,339,027	1,399,000

## THE DRY GOODS TRADE.

FRIDAY, P. M., November 28, 1884.

Business in the wholesale branches of the trade was comparatively light the past week, owing partly to the intervention of the Thanksgiving holiday; but there was a continuation of the improved feeling lately developed in the market. The demand at first hands was chiefly of the hand-to-mouth character usually witnessed at this time of year, but lower prices enabled agents to effect some large sales of bleached cottons, ginghams, &c., and confidence has been so far restored that some very fair orders were placed for certain spring fabrics for future delivery. Holiday goods were distributed in liberal quantities by importers and jobbers—local and out-of-town retailers having stocked up pretty freely with all descriptions of fancy goods, &c. The jobbing trade was mostly quiet as regards transactions with buyers on the spot, but the order demand was of very fair dimensions, and many of the orders were accompanied by more cheerful reports in regard to the business outlook. Stocks in the hands of jobbers and retailers are in excellent shape, and the supply of domestic cottons and woolens now carried by manufacturers' agents is much smaller than usual, because of the protracted curtailment of production by many Eastern and Southern mills.

**DOMESTIC COTTON GOODS.**—The exports of cotton goods for the week were 3,077 packages, including 2,025 to Great Britain, 550 to China, 216 to Venezuela, 104 to U. S. of Colombia, &c., making the total exports from this port since Jan. 1 116,072 packages, against 127,310 for the same period in 1883 and 127,100 in 1882. There was a continued irregular demand for staple cotton goods at first hands, and the jobbing trade was seasonably quiet. Surplus stocks of brown sheetings have been nearly closed out by agents, and there was consequently a lessened movement in these goods. Bleached goods were more active in some quarters, owing to a reduction in the price of certain popular makes of shirtings, as Lonsdale, Hope, Blackstone, &c., which were marked down by agents to *lower figures than ever before known*. Colored cottons ruled quiet, and there was a limited business in cotton flannels and corset jeans. The late advance in the staple has imparted rather more firmness to light brown cottons, dye-l cambrics, &c., and print cloths have slightly appreciated. Prints cloths were in moderate demand, and closed firm at 3 3-16<sup>1</sup>, plus 1 per cent bid and 3 1/4 c. asked for 64x64s, and 2 13-16<sup>1</sup> at 2 7/8 c. for 56x60s. Prints were in meagre demand at first hands, but more than an average business was done in shirting.

styles, &c., by leading jobbers, who also made liberal sales of ginghams by means of very low prices.

PRINT CLOTHS.—The following shows the course of the market during the week:

COTTON EXCHANGE	MARKET.		SALES OF FUTURES.					
	Spots.		Futures.		December	January	March.	Total.
	Tone.	Price.	Tone.					
Saturday.	Dull.	3:15	Quiet.	Price .... Sales ....	Price .... Sales ....	Price .... Sales ....	Price .... Sales ....	....
Monday.	Dull.	3:15	Quiet but steady.	Price .... Sales ....	Price 3:20 Sales 5,000	Price .... Sales 5,000	Price .... Sales 6,000	5,000
Tuesday.	Dull.	3:15	Quiet but steady.	Price .... Sales ....	Price 3:20 Sales 6,000	Price .... Sales 6,000	Price .... Sales 6,000	6,000
Wednesday.	Quiet.	3:15	Quiet but steady.	Price 3:15 Sales 4,000	Price 3:23 Sales 3,000	Price 3:35 Sales 1,000	Price 3:35 Sales 1,000	8,000
Thursday.				...Holiday.	....	....	....	....
Friday.	Dull.	3:15	Quiet but steady.	Price .... Sales ....	Price 3:20 Sales 1,000	Price .... Sales ....	Price .... Sales 1,000	1,000
Total.				4,000	15,000	1,000	20,000	

Total. .... 4,000 15,000 1,000 20,000  
Transferable Notices—Saturday, 3:15; Monday, 3:15; Tuesday, 3:20; Wednes-

**DOMESTIC WOOLEN GOODS.**—The main features of the woolen goods market remain unchanged, and its general condition is unsatisfactory. Worsted coatings and suittings were in fair demand, but spring cassimeres lacked animation and dealings in heavy all-wool and cotton warp cassimeres were neither numerous nor important in the aggregate. Some considerable lots of old light-weight clothing woolens were disposed of by means of low prices, but regular goods of the best makes are held with a fair degree of firmness. Indigo blue flannels were in moderate request, but prices for the lower grades favor the buyer. Ladies cloths, tricots and Jersey cloths were taken in small parcels to a fair amount, but cloakings were mostly quiet. Satinets met with moderate sales, but Kentucky jeans and doeskins ruled very quiet, and there was a light movement in flannels and blankets from agents' hands, but shawls continued dull. Fancy all-wool and worsted dress goods were in steady, but limited request, and plain worsted dress fabrics were generally quiet. Hosiery and knit underwear ruled quiet in first hands, but a fair distribution was made by leading jobbers.

**FOREIGN DRY GOODS.**—There was a fair business in a few specialties adapted to the coming holiday trade, but the general demand for imported fabrics was very light. Handkerchiefs, laces, embroideries, cloaks and fancy goods met with a very fair distribution; but silks and dress goods were mostly quiet, and velvets, plush, velveteens and cloakings were only in moderate request, while there was no movement of importance in woolens, linen goods, white goods or hosiery.

### **Importations of Dry Goods.**

The importations of dry goods at this port for the week ending Nov. 27, 1884, and since January 1, and the same facts for the corresponding periods are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND REMAINING JANUARY 1, 1884 AND 1883									
Week Ending Nov. 29, 1883		Since Jan. 1, 1883		Week Ending Nov. 27, 1884		Since Jan. 1, 1884			
Manufacture of—	Pds.	Value	Pds.	Value	Pds.	Value	Pds.	Value	
Wool.....	739	265,079	49,862	19,144,511	547	16,871	48,896	18,6	\$ 8,906
Cotton.....	1,475	201,312	61,743	25,719,637	763	24,9,842	55,412	17,049	194
Silk.....	1,571	1,351,581	44,170	4,211,512	644	332,352	49,934	7,015	352
Fax.....	1,190	213,373	12,181	4,236,414	181	8,553	11,711	1,007	552
Flax.....	2,729	145,667	74,013	6,882,943	938	141,220	65,376	7,310	941
Manufacture of—									
Total.....	6,709	1,451,648	307,235	81,021,643	7,128	1,053,682	289,971	80,527	050
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET									
Manufacture of—									
Wool.....	341	105,401	26,322,876	766	390	135,602	22,587	8,201	043
Cotton.....	305	58,694	16,711	4,838,002	2,2	83,9	11,696	4,370	193
Silk.....	111	68,452	14,236	9,075,092	279	15,170	18,822	6,585	333
Fax.....	209	39,742	9,319	2,916,000	990	68,699	21,046	3,303	182
Flax.....	574	32,103	105,252	2,572,543	234	228,087	133,166	21,69	182
Total for consumption	1,510	303,574	185,555	30,755,341	1,415	42,765,54	206,317	25,006	920
Car'd for consumption	6,749	161,618	307,235	84,024,674	7,128	42,765,54	259,971	80,527	050
Total on market...	8,309	1,753,072	402,790	114,810,024	8,543	1,479,336	498,298	103,533	919
ENTERED FOR WAREHOUSES DURING SAME PERIOD.									
Manufacture of—									
Wool.....	203	112,789	27,601	10,331,270	331	12,4,163	23,671	8,777	578
Cotton.....	1,17	67,752	15,363	4,338,196	146	5,434,19	13,353	4,666	124
Silk.....	121	89,315	14,553	1,677,75	19	5,11,070	12,44	3,020	104
Fax.....	3,067	222,907	2,661,831	482	9,70,700	12,77	3,9,560	12,77	104
Flax.....	2,609	121,957	723	59,06	128,566	128,566	80,353	422	103,521
Total.....	2,018	34,456,2	192,763	30,429,9671	1,750	309,209	205,819	80,353	422
End for consumption	6,749	145,148	307,235	80,024,643	7,128	105,3,682	259,971	80,527	059
Total at the port...	8,787	1,786,210	499,998	114,454,314	8,908	1,362,891	492,870	103,533	919